

ALASKA

**Commercial Vehicle Safety Plan
for the
Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program
Fiscal Year 2018**

Date of Submittal: Sep 06, 2018

FINAL

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements
- Part 3: National Emphasis Areas and State Specific Objectives
- Part 4: Financial Information
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, or a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

2 - Mission/Goal Statement

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 information on any other FMCSA grant activities or expenses in the CVSP.*

Lead Agency

In July 1997, the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement (AKDOT&PF/MSCVE) became the Lead Agency responsible for administering the Federal Motor Carrier Safety Administration's (FMCSA) Motor Carrier Safety Assistance Program (MCSAP). AKDOT&PF/MSCVE is responsible for all Commercial Motor Vehicle (CMV) size and weight enforcement in addition to State and Federal traffic and safety regulations. MSCVE will leverage resources and maximize efforts to support the following mission and goal for FY18:

Mission: To enhance the safety of the motoring public, protect public infrastructure and assure marketplace confidence and equitable trade equitable trade.

Goal: To reduce the number of Federally-reportable CMV-related crashes below the rolling three-year (CY14-16) average of 99, contributing to a fatality rate below 0.114 fatalities per 100M vehicle miles traveled during CY18.

A transportation system that is safe, reliable and efficient provides an avenue for economic prosperity. Trucks deliver everything from food, fuel and clothing to automobiles and the State's natural resources (gold, oil, copper, fish, etc.). Passenger vehicles provide transportation services throughout the State that are vital to the tourism industry and Alaskans that travel to work, school or play. Efforts by the Lead Agency have contributed to record low CMV fatality rates in the State.

The Alaska Commercial Vehicle Safety Plan (CVSP) is prepared by AKDOT&PF/MSCVE and available for review online at www.dot.alaska.gov/mscve. Hard copies of the CVSP are available at the following location:

Alaska Department of Transportation & Public Facilities
Division of Measurement Standards & Commercial Vehicle Enforcement
11900 Industry Way, Building M2
Anchorage, AK 99515

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State’s commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: Please do not include activities or expenses associated with any other FMCSA grant program.

AKDOT&PF/MSCVE is the Lead Agency enforcing operating authority requirements under 49 U.S.C.13902 and 49 CFR Parts 365, 368, and 392.9a, by placing Out-of-Service any CMV operating without the required authority or beyond the scope of the motor carrier’s operating authority. In addition to the laws pertaining to commercial vehicle safety and hazardous materials, AKDOT&PF/MSCVE enforces financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. The table below lists the number of MCSAP inspection-certified officers and their respective agencies as of June 30, 2017.

Participating Agency	Number of Certified CMV Inspectors (Non-Sworn)	Number of Non-Certified CMV Officers (Sworn)	Number of Certified CMV Officers (Sworn)	Number of Certified CMV Officers supported by MCSAP Funds
AKDOT&PF/MSCVE (Lead Agency, MCSAP)	0	6	25	25
Juneau Police Department (non-MCSAP)	0	2	2	0
Valdez Police Department (non-MCSAP)	0	0	1	0
Alaska State Troopers (non-MCSAP)	0	0	1	0
TOTAL:	0	8	29	25

Numbers as of 6/30/17

AKDOT&PF	Number of Funded Personnel Directly Related to MCSAP Activities
Chief, Commercial Vehicle Enforcement*	1
Statewide Supervisor*	1
Area Supervisors*	3
Enforcement Officers*	26
Program Coordinator	1
Grants Administrator	1
Research Analyst	1
Administrative Support	4
Data Processing Manager	1
Microcomputer/Network Technician	1
Total MSCVE Personnel:	40
<i>*Trained to perform NAS inspections</i>	
	Number of Non-Funded Personnel Directly Related to MCSAP Activities
AST & Local PDs	4
Total Non-Funded Personnel:	4
Total # of MCSAP Participating Personnel:	44

Numbers as of 6/30/2017

To ensure maximum operational effectiveness and efficiency, Alaska continues to dedicate MCSAP resources to support the following CMV safety programs:

- Safety data collection
- Uniform driver and vehicle safety inspections
- Traffic enforcement

- Commercial Drivers' License (CDL) verification and enforcement
- Operating authority verification and enforcement
- Hazardous materials training and enforcement
- Passenger carrier training and enforcement
- Public education and awareness
- Equipment and services to support these activities

4 - MCSAP Structure

Instructions:

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)
Enter total number of personnel participating in MCSAP activities	40
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	31
Traffic Enforcement Activities	9
Investigations*	1
Public Education and Awareness	11
Data Collection and Reporting	40
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	3
Total # of MCSAP Participating Personnel:	4

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit 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>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

Complete the tables below to document the State’s past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State’s method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	4	0.1140	0.0761
01/01/2015	12/31/2015	2	0.1140	0.0198
01/01/2014	12/31/2014	6	0.1140	0.1030
01/01/2013	12/31/2013	6	0.1140	0.1031
01/01/2012	12/31/2012	5	0.1210	0.0837

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	1	2	1
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1
01/01/2012	12/31/2012	1	2	1

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	0	2	0
01/01/2015	12/31/2015	0	2	0
01/01/2014	12/31/2014	1	2	1
01/01/2013	12/31/2013	1	2	1
01/01/2012	12/31/2012	0	2	0

Enter the data sources and capture dates of the data listed in each of the tables above.

Data extracted from SAFETYNET on 07/12/2017.

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

~~NOTE: the 2016 "Large Truck Fatal Crashes per 100M VMT" outcome is based on the preliminary 2016 Alaska VMT measurement.~~

The goal measurement has been changed to "Actual # Fatalities" and the total number of fatalities per each calendar year has been updated.

~~The State's Fatality Reduction Goal is expressed as the number of Large Truck Fatal Crashes per 100M Total VMT.~~

~~Due to the low number of CMV-related fatalities that occur in any given year, the State has determined that measuring the actual number of **Large Truck Fatal Crashes** against the VMT for any specific calendar year provides the most succinct indicator of the success of the State in reducing CMV-related fatalities.~~

Below is a brief description of each of the **four** CMV-involved crashes in CY16 that resulted in **a** fatality:

One crash involved just one vehicle and resulted from the driver experiencing **a** suspected medical emergency. The driver became physically incapacitated while driving and the vehicle ran off the roadway.

One fatal crash involved a bicyclist striking a CMV on a dry road surface in clear, daylight conditions. Another fatal crash, also occurring on dry pavement in daylight but cloudy conditions, involved a pedestrian crossing a highway.

The **fourth** CMV-involved crash resulting in a fatality during CY16 involved a set of doubles heading southbound and a box van heading northbound on dry pavement in clear, dark, unlighted conditions.

A fifth fatal crash previously reported as involving a CMV was incorrectly included and has been removed from the crash numbers (reducing the total number of fatalities for CY16 from 6 to 4) and this narrative.

None of the CMV drivers involved in these fatal crashes were cited.

During FY18, MSCVE will continue its Public Education and Outreach activities. Activities aimed at CMV audiences will include emphasis on safe driving practices. During activities directed at non-CMV audiences, emphasis will be placed on POV driver awareness of CMVs on the roadway.

Narrative Overview for FY 2018

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 vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. During FY14-16, the most current complete fiscal years preceding the goal period, an annual average of 99 Federally-reportable crashes involving CMVs occurred in the State of Alaska; a total of 14 fatalities resulted from these crashes. The goal is to reduce the number of Federally-reportable CMV-related crashes in FY18 to fewer than 88.

<u>Fiscal Year</u>	<u>CMV-related Crashes</u>	<u>Crash Reduction Goal</u>	<u>3-Year Rolling Average</u>
FY18	TBD	84	99 (FY14, 15, 16)
FY17	17*	96	113 (FY13, 14, 15)
FY16	57	96	113 (FY12, 13, 14)
FY15	117	97	115 (FY11, 12, 13)
FY14	120	103	123 (FY10, 11, 12)
FY13	103	115	136 (FY09, 10, 11)

**number of CMV-related crashes in FY17 is through 6/30/17 but only includes data through February 2017.*

Enter the data source and capture date:

Data extracted from SAFETYNET on 07/12/2017.

Projected Goal for FY 2018

Enter Crash Reduction Goal:

Alaska's Crash Reduction Goal is to reduce the number of Federally-reportable CMV-related crashes by 15% from 103 (the rolling three-year average of all Federally-reportable CMV-related crashes in FY14, 15, and 16) to fewer than 88 in FY18. By using the average of the number of crashes for each of three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

Program Activities: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The risk of CMV-related crashes in Alaska is lowered by removing unsafe vehicles and unqualified drivers from the road. During FY18, it is anticipated that 7,262 MCSAP Basic and Incentive CMV safety inspections, plus 600 MCSAP Border Enforcement CMV safety inspections, will take place at roadside locations, fixed inspection/weigh stations, and carrier facilities throughout the State.

The primary activity of the Lead Agency is to conduct safety and size/weight inspections on vehicles engaged in commerce. This activity has been effective in removing unsafe vehicles and unqualified drivers from the road. In FY16 officers conducted 7,756 inspections, removing 789 unsafe vehicles 147 unqualified drivers from the road; during the first 9 months of FY17, officers conducted 6,204 inspections and removed 679 unsafe vehicles and 132 unqualified drivers from the road. As a result, the number of Federally-reportable crashes involving CMVs in Alaska increased from 103 in FY13 to 120 in FY14, but have slightly dropped to 117 in FY15, 71 in FY16, and to 17 in FY17 (*it is important to note that the FY17 count only includes data through February 2017*).

Driver and Vehicle Inspections

Driver and Vehicle Safety Inspections are conducted at inspection/weigh stations, roadside locations, during traffic stops, and at terminal locations. Partnerships with the Alaska State Troopers and local police departments help to maximize efforts where AKDOT&PF/MSCVE may have a limited presence. All inspectors are trained in the use of ASPEN inspection reporting software and have completed various levels of inspection training.

Traffic Enforcement

Alaska's objective is to reduce crashes by focusing on unsafe and aggressive behavior of CMV drivers by conducting 80 safety inspections as a result of traffic enforcement activities. Commercial Vehicle Enforcement Officers (CVEOs) conduct traffic enforcement stops on CMVs; Alaska State Troopers and local police officers are responsible for CMV and non-CMV traffic enforcement. Enforcement actions take place throughout the year in various locations with particular attention given to "high risk" locations such as areas historically experiencing numerous CMV-related crashes, areas with a high concentration of violations and citations on CMVs, and areas where enforcement is absent.

Carrier Interventions

Alaska does not currently conduct carrier investigations.

Public Education and Awareness

A cooperative industry and public education program is in place to inform and educate drivers about the risks and personal responsibilities involved when driving CMVs or driving around them. The educational process includes year-round initiatives directed at CMV drivers, carriers, and the general public. The anticipated 9 Safety Briefings for FY18 are designed for a variety of audiences. Examples of briefings include Passenger Transportation Safety and Hazardous Material Carrier Safety. During FY18, Alaska will continue to participate in the "Click It or Ticket" campaign as well as the CVSA-sponsored "Brake Check Day" and "Road Check." Alaska will continue working with commercial vehicle safety stakeholders to develop and deploy new avenues of effective outreach with timely information.

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 Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Efforts in Alaska to reduce the number of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road have resulted in a secondary Alaska CMV-Related Crash Reduction goal that is consistent with the FMCSA CMV Fatality Reduction Goal. The Crash Reduction Goal for FY18 is no more than 88 Federally-reportable CMV-related crashes. The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to date to determine positive progress or areas that require additional attention in order to reduce violations.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018.

Note: In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	2077	1337	1223	1633	1935
Level 2: Walk-Around	1305	1082	575	1739	1963
Level 3: Driver-Only	2181	2435	1877	4041	2908
Level 4: Special Inspections	75	55	95	120	20
Level 5: Vehicle-Only	121	202	131	95	217
Level 6: Radioactive Materials	0	0	0	0	0
Total	5759	5111	3901	7628	7043

Narrative Overview for FY 2018

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. 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 a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The State of Alaska conducts safety inspections with the two-fold objective of (a) reducing Alaska's CMV-related crashes to below 88 during FY18 and (b) remaining under the CMV Fatality Reduction Goal of 0.114 fatalities/100M total VMT.

Roadside Inspection Program: Roadside inspections target specific high-risk locations, such as areas prone to CMV crashes, areas with a high density of CMV activity, and rural areas where enforcement is absent. The vast majority of Alaska's road system is in rural areas where there are a limited number of safe roadside inspection locations. The roads connecting Alaska's urban areas and the US/Canada border are largely two-lane undivided highways with few safe pullouts that can accommodate commercial motor vehicles.

Fixed Facility Inspection Program: The State operates and maintains nine fixed inspection/weigh stations where safety inspections are conducted. These facilities are:

- Ester Inspection/Weigh Station, located at MP 351.9 Parks Highway
- Fox Inspection/Weigh Station, located at MP 11.5 Steese Highway
- Glenn Inbound Inspection/Weigh Station, located at MP 10.6 Glenn Highway, Southbound
- Glenn Outbound Inspection/Weigh Station, located at MP 10.6 Glenn Highway, Northbound
- Potter Inspection/Weigh Station, located at MP 114 Seward Highway
- Richardson Inbound Inspection/Weigh Station, located at MP 358.05 Richardson Highway, Westbound
- Richardson Outbound Inspection/Weigh Station, located at MP 358.4 Richardson Highway, Eastbound
- Sterling Inspection/Weigh Station, located at MP 82.5 Sterling Highway
- Tok Inspection/Weigh Station, located at MP 1308 Alaska Highway

While on duty all CVEOs actively scan CMV traffic for both size-and-weight and safety violations. By using carrier ISS scores, electronic scanning where available, inspection records, etc. they also identify those vehicles that are due for

inspections and those that have not been previously inspected within the last twelve months. When not on deployment, the CVEOs work primarily at the fixed inspection/weigh stations listed above.

NOTE: The State of Alaska will remove the goal to conduct Level V inspections and will increase the goal of Level II inspections by 300 and Level III inspections by 100.

NOTE: Presently, it is anticipated that approximately 200 inspections will be conducted with the PBBTs.

NOTE: MSCVE now has 2 Performance Based Brake Testers (PBBTs) that are deployed to different areas within the state which allows for more Level II inspections to be conducted on the roadside while still checking brakes.

MSCVE considered the average amount of time required for a CVEO to complete a Level I inspection and compared that figure with the funding allowed. This assessment resulted in the realignment of goals to 32 Level Is for an estimated 30 CVEOs.

NOTE: There will be no change to the State of Alaska Level I inspection goal. However, the inspection goals for both Level IIs and Level IIIs will be increased.

Projected Goals for FY 2018

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018. For FY 2018, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)

Enter the total number of certified personnel in the Lead agency: 25

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	856	96	8	960	13.46%
Level 2: Walk-Around	2031	195	0	2226	31.20%
Level 3: Driver-Only	3893	25	30	3948	55.34%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Lead Agency	6780	316	38	7134	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

You have not entered any subrecipient information. Visit Part 1, MCSAP Structure to add subrecipient information.

Non-Funded Agencies

Total number of agencies:	3
Enter the total number of non-funded certified officers:	4
Enter the total number of inspections projected for FY 2018:	128

Summary

Projected Goals for FY 2018 - Roadside Inspections Summary

Projected Goals for FY 2018 Summary for All Agencies					
MCSAP Lead Agency: MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT (MSCVE)					
# certified personnel: 25					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 3					
# certified personnel: 4					
# projected inspections: 128					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	856	96	8	960	13.46%
Level 2: Walk-Around	2031	195	0	2226	31.20%
Level 3: Driver-Only	3893	25	30	3948	55.34%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	0	0	0.00%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Total ALL Agencies	6780	316	38	7134	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

The Level III inspection goal in FY2017 was 50.41% of the total; at the same time the Level II goal was 24.66%. When determining the inspection level goals for FY2018, the Division realized that the number of Level II inspections completed has routinely exceeded the goal; therefore, it was decided to increase the Level II goal (and accompanying percentage) to more accurately reflect the work actually done. Furthermore, environmental considerations, such as the fact that weather dictates that Level I inspections cannot be conducted throughout the State for extended periods during the year, were taken into account to establish the Level I goal. Just like FMCSA's Alaska Special Agent, the majority of CMV inspections are conducted between April and September, inclusive. When ice and snow build up it can create unsafe conditions such as the inability to effectively secure chocks behind CMV wheels. Over the past several years the Division has routinely met and exceeded its Level I inspection goal.

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2012 - 2016

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables 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 being 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 CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	151	57
10/01/2014	09/30/2015	137	63
10/01/2013	09/30/2014	212	60
10/01/2012	09/30/2013	975	248
10/01/2011	09/30/2012	1134	300

The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2015	09/30/2016	8	3
10/01/2014	09/30/2015	3	0
10/01/2013	09/30/2014	8	1
10/01/2012	09/30/2013	56	8
10/01/2011	09/30/2012	105	17

The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Data extracted from SAFETYNET 07/12/2017.

Narrative Overview for FY 2018

Instructions:

Describe the State’s proposed level of effort (number of personnel) to implement 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. Please include 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 who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

At this time, Commercial Vehicle Compliance Inspectors (CVEOs) in Alaska do not have authority to conduct traffic stops on non-CMV traffic for MCSAP-funded activities. A classification study of CVEO positions is currently underway.

In the past the Division was able to successfully complete a number of traffic enforcement stops due to the fact that it had two CVEOs working with the Alaska State Troopers’ (AST) Bureau of Highway Patrol (BHP). During that time those CVEOs worked in close proximity to armed Troopers who were able to assist in any dangerous situations that may arise in the course of a traffic enforcement stop. Division CVEOs are no longer assigned to the AST BHP.

The "FY 2018 Planned Safety Activities" table on page 20 of the pdf (under "Projected Goals for FY 2018") is autofilled from the "Projected Goals for FY 2018/Summary for All Agencies" table on page 17 of the pdf, which is itself autofilled from the MCSAP Lead Agency and MCSAP subrecipient agency(ies) tables (page 15 of the pdf). This autofilling process does not pull the data from the "Non-Funded Agencies" table on page 16 of the pdf nor is there a way to manually include those 128 inspections in the summary table.

During the preparation of the FY 2018 CVSP, MSCVE analyzed traffic enforcement data from previous years in order to ensure that the numbers reflected true traffic stops. As a result, the "Number of CMV Traffic Enforcement Stops without Inspection" table reflects the correct quantities.

Projected Goals for FY 2018

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	80
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	10
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier

investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
7262	0	0	7262	8876

The sum of your planned FY 2018 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2018 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

At this time MSCVE does not have authority to conduct traffic enforcement activities on non-CMV traffic; however, occasionally CVEOs will observe unsafe driver behavior in a vehicle that appears to be a CMV due to its size and estimated weight. Once stopped and identified as a non-CMV, the CVEO will terminate the contact and release the driver and vehicle. The State's Department of Administration initiated a classification study of the Commercial Vehicle Enforcement Officers (CVEOs) position descriptions in FY15. This process is ongoing.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. (49 CFR 350.201 (aa)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(cc).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 3	No

Available data sources:

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

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:
Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2018

Problem Statement Narrative and Projected Goal:

If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

The Lead Agency has experienced no difficulties in achieving the FY17 goals.

Currently, the State's PRISM compliance level is at Step 3. The planned activities to achieve full PRISM compliance are identified in "Program Activities," below.

Program Activities: Describe any actions that will be taken to implement full participation in PRISM.

The Lead Agency anticipates that:

- Tasks in support of the environment in which the PRISM service runs and the various applications that facilitate the staff to interact with the results (i.e., queries, overrides, follow up, etc.) will be performed;
- Various programming efforts to monitor, maintain, enhance, and/or increase the efficiency of the service will be performed; and
- DMV-specific programming efforts will be completed in order to bring the State's PRISM system to full compliance at Step 6. These will include refreshing requirements, identifying deficiencies, remediating services, and enhancing reporting capabilities.

More detail is available in the *PRISM 16 - Detailed Report*.

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.

Alaska intends to maintain CVISN/ITD Core Compliance.

Alaska intends to achieve full PRISM compliance during the performance period of this grant by working toward the following milestones:

<u>% of Project/ % Complete</u>	Benchmark	<u>Est. Completion Act. Completion</u>
<u>30.0%/</u>	PRISM Analysis & Requirements Identification	<u>Oct '17 – Jan '18</u>
<u>30.0%/</u>	Project Planning & PRISM Design	<u>Feb – May '18</u>
<u>30.0%/</u>	PRISM Development & Testing	<u>Jun – Aug '18</u>
<u>10.0%/</u>	PRISM Implementation	<u>Sep '18</u>

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2012 - 2016

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	18	8	12	8	7
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings		4	2	3	7
State-Sponsored Outreach Events					2
Local Educational Safety Events	14	8	5	2	2
Teen Safety Events	2	3	2	5	7

Narrative Overview for FY 2018

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.*

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 personnel that will be participating in this effort.

Carrier safety talks will include topics covering passenger transportation and hazardous materials transportation. MSCVE will attend State Trucking Association meetings in order to ensure continued partnership and will institute a targeted safety belt education and outreach effort. The Division anticipates that 11 personnel will be participating in these efforts.

Projected Goals for FY 2018

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals
Yes	No	Activity Type	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	1
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0

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 SF-PPR reports.*

Approximately 9 safety briefings will take place in FY18. The number of completed safety briefings will be measured against the following quarterly activity goals:

- Quarter 1: 3 Safety Briefings
- Quarter 2: 4 Safety Briefings
- Quarter 3: 1 Safety Briefing
- Quarter 4: 1 Safety Briefing

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Poor	No

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Poor	Good
Crash Accuracy	Good	Good
Crash Consistency	Red Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

A&I Online data snapshot, 07/13/2017; data as of 06/30/2017.

Narrative Overview for FY 2018

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.

The State currently has an overall 'Red' rating due to a 'Flag' status from the Crash Consistency category. The 'Flag' may be a result of crash reports taking longer than is expected to be submitted, which would also affect Crash Timeliness (as of June 30, 2017, the 'Red/Poor' is a score of 57%). MSCVE continues to work with DMV, the agency responsible for Alaska's crash repository, to acquire known missing crash reports toward an increase in timeliness.

All other SSDQ measures currently have a 'Green/Good' rating.

The State will ensure that 100% of all RDRs (DataQs) are resolved within 3-10 business days.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in

any category not currently rated as “Good,” including measurable milestones.

Efforts to input CMV-related crashes into SAFETYNET in a timely manner will continue to be a focus. Key staff will continue to attend Alaska's Traffic Records Coordinating (ATRC) Committee to address the timeliness, and utilize Alaska's new crash repository once the records are completely entered into the system.

% Complete	Benchmark	<u>Est. Completion/</u> <u>Actual Completion</u>
8%	Attend ATRC Committee meeting	<u>Oct '17</u>
15%	Attend ATRC Committee meeting	<u>Nov '17</u>
23%	Attend ATRC Committee meeting	<u>Dec '17</u>
32%	Attend ATRC Committee meeting	<u>Jan '18</u>
40%	Attend ATRC Committee meeting	<u>Feb '18</u>
49%	Attend ATRC Committee meeting	<u>Mar '18</u>
57%	Attend ATRC Committee meeting	<u>Apr '18</u>
66%	Attend ATRC Committee meeting	<u>May '18</u>
74%	Attend ATRC Committee meeting	<u>Jun '18</u>
83%	Attend ATRC Committee meeting	<u>Jul '18</u>
91%	Attend ATRC Committee meeting	<u>Aug '18</u>
100%	Attend ATRC Committee meeting	<u>Sep '18</u>

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.

Attendance at the monthly ATRC Committee meetings will be reported quarterly.

Attendees at the ATRC Committee meetings include representatives from local law enforcement, the Department of Public Safety (Alaska State Troopers), the Department of Transportation & Public Facilities Highway Safety Office, etc.

As a result of the NHTSA Traffic Records Program Assessment, conducted with the participation of the ATRCC members, a time requirement to submit crash reports is being considered. MSCVE has supported a 90-day period.

Improvements in the process between the Department of Motor Vehicles (DMV) and MSCVE occurred in the last year. The issue exists between the reporting agency(ies) and DMV. MSCVE has no control over this process.

The Critical Analysis Reporting Extract (CARE) system was finalized and now has up-to-date crashes. MSCVE has been able to track down 34 previously unreported federally-reportable crashes and enter them into SAFETYNET. As stated in our quarterly reports, we have begun monitoring the CARE system monthly and performing audits of the crash repository. Furthermore, MSCVE has incorporated mention of the 90-day reporting requirement with every outreach effort to non-certified law enforcement agencies (LEAs). Whenever an LEA contacts MSCVE as a result of a CMV-involved crash, staff members educate them on the CMV crash reporting requirements.

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State’s discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant 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.

Yes	No	Question
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2012 - 2016

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	35	20	0	0	0
Intrastate	6	3	0	0	0
Total Audits	41	23	0	0	0

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2018

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State’s discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If 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.
- If 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.

Projected Goals for FY 2018

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Projected Goals for FY 2018 - New Entrant Safety Audits		
Number of Safety Audits/Non-Audit Resolutions	FY 2018	
	Interstate	Intrastate
# of Safety Audits (Onsite)	0	0
# of Safety Audits (Offsite)	0	0
# Group Audits	0	0
TOTAL Safety Audits	0	0
# of Non-Audit Resolutions	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Foreseen challenges or impediments include:

- Attaining the approved classification of the designated position,
- Filling the position, training the individual, and achieving certification, and
- Completing the required number of audits as a result of the above challenges.

The present timeline provided from Classification has an estimated implementation date of May 31, 2018 for the class study. At that point, MSCVE will have a determination on the New Entrant position and would be able to take the next steps toward recruitment. Progress will be reported in the FFY18 Quarter 3 quarterly report.

Activity Plan: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Within the performance period of the grant, the Lead Agency anticipates one Auditor being fully trained and certified.

1. The Auditor will be trained and become certified in North American Standard (NAS) inspections Parts A & B, General Hazardous Materials (HazMat) inspections, Cargo Tank (HazMat) inspections, Other Bulk Packaging (HazMat) inspections, and Passenger Vehicle Inspections as prerequisites to the New Entrant Safety Audit course.

2. The Auditor will successfully complete the New Entrant Safety Audit course. Following completion of the course, the Auditor will begin conducting Safety Audits in order to attain certification.

Upon successful completion of the New Entrant Safety Audit course, it is anticipated that the Auditor will shadow an experienced Auditor located out of state for a period not to exceed four weeks. Upon returning to Alaska, the Auditor will be expected to conduct audits throughout Alaska.

In 2017 Alaska successfully recruited for this position; however, the recruit separated from State service because the position was incorrectly classified. The position was re-designated as a CVEO position and is currently undergoing a class study which is not complete. MSCVE has done everything in its power to move the classification study along.

Firm dates cannot be provided.

NOTE: In 2017 Alaska successfully recruited for this position; however, the recruit separated from State service. As of June 16, 2018 the position was reclassified as a CVCI IV. The recruitment period for this position is open from August 1 through 13, 2018 and the Lead Agency plans to offer the position to someone in August or September 2018. As it is anticipated that the new hire will already possess the prerequisites for the New Entrant Safety Audit Course, it is expected that they will attend that training during the first quarter of FY 2019. Upon successful completion of training, the New Entrant Auditor will

work with FMCSA to achieve certification. This may include on- and off-site coaching as well as in-state or out-of-state travel for the auditor and immediate supervisor to learn the role, duties, and reporting processes of the position.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Progress toward meeting the grant objective will be measured as a percentage of completion. Audits are expected to be conducted in the 4th quarter.

10 - Border Enforcement

The FAST Act affirms that States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2012 - 2016

In the table below, provide the number of inspections conducted in the past 5 years.

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	507	349	214	388	258
Level 2: Walk-Around	398	298	210	275	135
Level 3: Driver-Only	910	1038	622	647	326
Level 4: Special Inspections	1	49	0	9	0
Level 5: Vehicle-Only	30	31	0	6	0
Level 6: Radioactive Materials	0	0	0	0	0
Total	1846	1765	1046	1325	719

Narrative Overview for FY 2018

The State chooses not to engage in border enforcement activities in FY 0. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

Objective 1: International Motorcoach Inspections - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). For FY 2018, FMCSA encourages States to examine their data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.

Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.

Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far

these locations are from the nearest official border crossing facility, if any.

Projected Goals for FY 2018

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

Projected Goals for FY 2018 - Border Enforcement	
	FY 2018
Number of International Commerce Regular CMV	580
Number of International Commerce HM	20
Number of International Commerce Passenger	0
Total International Commerce Inspections	600
Number of Fixed Facility International Inspections	600
Number of Non-Fixed Facility International Inspections	0
Traffic Enforcement	0
Strike Force Activities (CMVs)	0
Strike Force Activities (Passenger CMVs)	0

Strategies: Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.

It is anticipated that the Lead Agency (MSCVE) will use FY2017 Border Enforcement grant dollars to fund the activities identified in the FY2018 Border Enforcement Focus Area.

The majority of trucks engaged in international commerce enter or exit the state of Alaska by road at the Alaska/Canada border Tok Port of Entry. Due to this fact, it is anticipated that CVEOs stationed at the Tok Weigh Station will conduct inspections while looking for carriers engaged in international commerce both at the weigh station and along the Alaska/Canada border.

The Tok-specific FY2018 inspection goal is 600; 1,021 is the inspection goal for statewide BE inspections which are not funded by BE dollars.

The goals shown in the "Projected Goals for FY 2018 - Border Enforcement" table, above, are all Tok-specific and not the statewide figures as reflected in A&I.

In 2017, the Border Enforcement inspection goal was 600 (per the BE16 and MCSAP-BE17 grant narratives); in 2016, the goal was 450 (per the BE15 grant narrative). Since the Border Enforcement inspection goal for 2018 is 600 (per the MCSAP18 grant narrative), the effort remains the same as in 2017 and is an increase from 2016.

Activity Plan: Describe the specific activities planned to reach border enforcement goals.

During the performance period of the grant the Lead Agency will work toward achieving the following goals:

- Increase the number of Border Enforcement inspections conducted along the shared Alaska/Canada land corridors.
- Conduct joint activity with our Canadian counterparts during the 2018 (in Alaska) and 2019 (in Canada) International Roadcheck Weeks.

Anticipated challenges:

- The Tok Weigh Station operates primarily on a 24-hour-a-day, 7-day-a-week basis with one officer on duty; frequently, multiple vehicles arrive at the same time, dictating that the on-duty CVEO identify one CMV he or she will interact with rather than holding all of them at the weigh station, consequently delaying commerce. Since it is not

known if a particular CMV is involved in foreign, domestic, or intrastate commerce until a driver interview has been conducted, it is possible that the solitary CVEO will not interact with all CMVs in foreign commerce entering or exiting the State.

- A large portion of the CMV traffic crossing the Alaska/Canada border at the Tok Port of Entry consists of those vehicles traveling from one locale in Alaska to another (e.g., from Fairbanks, AK to Haines, AK, which requires travel through Canada) or between a State in the lower 48 and Alaska. FMCSA's Border Enforcement Program guidelines state: "A shipment that originates in one State in the United States and terminates in another State in the United States is not considered transportation in international commerce, even if part of the transportation occurs in a foreign country." Therefore, a significant number of the CMVs seen at the Tok Weigh Station are not considered to be in international commerce.

The Tok Port of Entry meets the requirement of Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings and is identified in the eCVSP as the primary location for Border Enforcement inspections. This is consistent with the previous year's activities with the exception of the International Roadcheck travel to Canada, as it is our Canadian counterparts' turn to travel to Alaska in 2018.

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.

Progress toward meeting the grant objective will be measured as a percentage of completion.

Inspection Level:	Qtr 1	Qtr 2	Qtr 3	Qtr 4	TOTAL
Level I	10	0	35	35	80
Level II	50	60	50	40	200
Level III	100	100	60	60	320
GRAND TOTAL:					600
HazMat inspections*	5	5	5	5	20

*These counts are included in the 600 total, above.

Inspection Level:	Non-HazMat	HazMat	PVI	TOTAL	%-age of Total
Level I	76	4	0	80	13.3%
Level II	194	6	0	200	33.3%
Level III	310	10	0	320	53.3%
GRAND TOTAL:	580	20	0	600	100.0%

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.

1 - Enforcement of Federal OOS Orders during Roadside Activities**Instructions:**

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

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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.

2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

3 - State Specific Objectives – Past**Instructions:**

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2017 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Anchorage & Surrounding Areas Crash Reduction

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

The goal of this objective was to reduce the number of Federally-reportable CMV-involved crashes in Anchorage & Surrounding Areas by 15% from the three-year average of 66 (FY13,14, and 15) to 56. By using the average of the number of crashes for each of the three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

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

Of the 71 federally-reportable crashes 39 of them occurred within the designated area. The area includes Anchorage and its surrounding areas, as bound by MP 77 Parks Hwy (Willow), MP 62 Glenn Hwy (Sutton), and MP 75 Seward Hwy (Turnagain Pass).

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

Preliminary data shows that this goal was successfully met.

4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2018. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Anchorage & Surrounding Areas Crash Reduction

Narrative Overview for FY 2018

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Crashes involving CMVs and the resulting deaths, injuries, and damages take a tremendous toll on society. In order to focus on those vehicles that the Lead Agency has enforcement authority over, the statistics addressed in this objective reflect only those CMVs that fall under the jurisdiction of the MCSAP program. During FY14-16, an average of 88 Federally-reportable crashes involving these CMVs occurred each year in the State of Alaska; 62.1% of these crashes occurred in Anchorage and its surrounding areas, as bound by MP 77 Parks Hwy (Willow), MP 62 Glenn Hwy (Sutton), and MP 75 Seward Hwy (Turnagain Pass). See attached "3.4, State IDd Obj" for graphic representation of area. In the same time period, a total of 14 fatalities resulted from these crashes, 24.4% in Anchorage and its surrounding areas. In addition, during FY14-16, both Driver and Vehicle Out-of-Service rates for this region tended to be higher than Statewide levels. // Anchorage and its surrounding areas, as identified above, is home to approximately one-half of the State's population and hosts the majority of CMV traffic moving within and through the region. During FY15,16, and 17 (through 6/30/2017) an average of 29.1% of all inspections conducted in the State were performed in the area while more than one-half of CMV-related crashes and fatalities in the State occurred in the region. This is the third year of this on-going objective.

Projected Goals for FY 2018:

Enter performance goal.

The goal of this objective is to reduce the number of Federally-reportable CMV-involved crashes in Anchorage & Surrounding Areas by 15% from the three-year average of 54 (FY14,15, and 16) to 46. By using the average of the number of crashes for each of the three complete fiscal years preceding the goal period, any outlying crash numbers are leveled.

Program Activities: Describe the activities that will be implemented including level of effort.

The risk of CMV-related crashes in Anchorage & Surrounding Areas is lowered by removing unsafe vehicles and unqualified drivers from the road. Both Driver and Vehicle Out-of-Service rates tended to be higher in this area than Statewide during FY15, 16, and 17 (data through 6/30/17). // In order to address the high Driver and Vehicle Out-of-Service rates, the Lead Agency will focus its efforts in this area and perform approximately 25% of its inspections within the stated boundaries. As the majority of Driver violations in the region were for Size & Weight, followed by Hours-of-Service and Medical Certificate violations, CVEOs will pay particular attention to these areas in an effort to increase driver/carrier awareness of the problems and, subsequently, reduce the Driver violation rates. The most frequent Vehicle violations in this area were for lighting and brakes. Again, CVEOs will work to reduce these violation rates by focusing on the

problem areas in order to increase driver/carrier awareness. // Assessment of the crash reports from the CMV-involved crashes that occurred in the designated area during FY14, 15, and 16 show that the majority of these crashes happened in daylight, with no adverse conditions.

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.

The Lead Agency will monitor Driver and Vehicle Out-of-Service rates and SAFETYNET crash records on a quarterly basis and report data to FMCSA. In addition, the Lead Agency will periodically review Driver and Vehicle Out-of-Service rates for vehicles inspected to date in this area to determine positive progress or areas that require additional attention in order to reduce violations.

Part 4 - Financial Information

1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - Example: A Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions:

The spending plan data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically for States and populates these values in each line. Federal share is the product of Total Project Costs X .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system.

States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- Expansion of On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

The system will confirm that:

- o Federal share plus State share equals Total Project Costs on each line item
- o Accounting Method is selected in Personnel, Part 4.2
- o Overtime value does not exceed the FMCSA limit
- o Planned MOE Costs equal or exceed FMCSA limit
- o Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts
- o Territory's proposed Total Project Costs are within \$5 of \$350,000

For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,253,947.00	\$221,285.00	\$1,475,232.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount):	\$221,285.00
MOE Baseline:	\$16,766.40

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.

Note: Do not include any personally identifiable information in the eCVSP.

Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all of your personnel costs.

The percent of each person’s time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. For example, a MCSAP officer spent approximately 35 percent of his time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer’s salary to this project. For more information on this item see [2 CFR §200.430](#).

In the annual salary column, enter the annual salary for each position.

Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$221,285.00

Personnel: Salary and Overtime Project Costs						
Salary Project Costs						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Chief, Commercial Vehicle Enforcement	1	55.0000	\$86,265.50	\$47,446.02	\$40,329.12	\$7,116.90
Statewide CVCI Supervisor	1	51.0000	\$87,153.50	\$44,448.28	\$37,781.04	\$6,667.24
Area CVCI Supervisors	3	25.0000	\$63,122.00	\$47,341.50	\$40,240.28	\$7,101.22
Commercial Vehicle Compliance Inspectors (CVCIs)	25	21.0000	\$45,016.00	\$236,334.00	\$200,883.90	\$35,450.10
New Entrant CVCI	1	70.0000	\$46,461.00	\$32,522.70	\$27,644.30	\$4,878.40
Program Coordinator	1	50.0000	\$64,940.00	\$32,470.00	\$27,599.50	\$4,870.50
Grants Administrator	1	55.0000	\$69,224.00	\$38,073.20	\$32,362.22	\$5,710.98
Research Analyst	1	50.0000	\$44,217.00	\$22,108.50	\$18,792.23	\$3,316.27
Data Processing Manager	1	2.0000	\$93,591.50	\$1,871.83	\$1,591.06	\$280.77
Microcomputer/Network Specialist	1	2.0000	\$60,333.00	\$1,206.66	\$1,025.66	\$181.00
Administrative Support	1	5.0000	\$61,217.00	\$3,060.85	\$2,601.72	\$459.13
Subtotal: Salary				\$506,883.54	\$430,851.03	\$76,032.51
Overtime Project Costs						
CVCI Overtime	25	1.0000	\$67,524.00	\$16,881.00	\$14,348.85	\$2,532.15
Subtotal: Overtime				\$16,881.00	\$14,348.85	\$2,532.15
TOTAL: Personnel				\$523,764.54	\$445,199.88	\$78,564.66
Accounting Method:	Accrual					
Planned MOE: Personnel	\$10,582.03					

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

In the period of time since Alaska's FY18 MCSAP eCVSP was originally submitted, the hourly pay rates of all Division personnel have been increased. Also, as of June 16, 2018 all Commercial Vehicle Enforcement Officer I through III positions were reclassified as Commercial Vehicle Compliance Inspectors (CVCIs). Both the Personnel and Fringe Benefits portions of this budget have been adjusted to reflect the changes resulting from these modifications.

Grant funding is requested for Lead Agency staff and **Commercial Vehicle Compliance Inspectors (CVCIs)** to charge their time while performing various safety enforcement duties and training during the grant-funded period. The total anticipated cost of personnel for this project is **\$523,764.54**. MCSAP Basic-funded payroll overtime is projected to not exceed 15% of the MCSAP Basic award amount. Of this total, funds for overtime costs for **CVCIs**, planning, IT, and administrative staff are budgeted at **\$16,881.00**.

The **Chief, Commercial Vehicle Enforcement (0.55 FTE)** will spend time on training, educational outreach, enforcement and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Statewide CVCI Supervisor (0.51 FTE)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Area CVCI Supervisors (0.25 FTE each)** will spend time on training, educational outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Commercial Vehicle Compliance Inspectors (CVCIs) (0.21 FTE each)** will spend time performing various safety enforcement duties, educational outreach, training, and administrative duties such as uploading of data to the MCMIS database, carrier verifications, court appearances for citations, etc.

The **NE Commercial Vehicle Compliance Inspector (CVCI) (0.70 FTE)** will spend time on training, educational

outreach, enforcement, and administrative duties. Administrative duties include, but are not limited to: human resource activities, procurement, strategic enforcement planning, court appearances for citations, etc.

The **Program Coordinator (0.50 FTE)** and **Grants Administrator (0.55 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, human resource activities, procurement, financial management, etc.

The **Research Analyst (0.50 FTE)** will spend time on various administrative duties including, but not limited to: data analysis, quarterly reporting, etc.

The **Data Processing Manager (0.02 FTE)** and **Microcomputer/Network Technician (0.02 FTE)** will augment and support the supervisory, planning, and administrative staff and the **CVCI**s. The staff will perform technical and administrative duties including, but not limited to: SAFETYNET database administration and troubleshooting, ASPEN administration and troubleshooting, training in the use of the FMCSA software suite, ensuring that communications (such as Virtual Private Networks (VPNs)) are performing at optimal levels with minimal downtime, procurement and compilation of computer hardware and software used for safety enforcement, and human resource activities.

The **Administrative Support staff (0.05 FTE)** tasks will include administrative duties including, but not limited to, providing MCSAP customer service to industry and the public, complete vouchers, and process payroll.

3 - Fringe Benefits

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided. For more information on this item see [2 CFR §200.431](#).

Fringe costs are benefits paid to 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, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).

Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide 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 cost of fringe benefits are allowable if:

- Costs are provided under established written policies
- Costs are equitably allocated to all related activities, including Federal awards
- 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, Medicare, State Unemployment Tax, etc.

- 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 Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged and like Workers' Compensation, can sometimes to be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

The **Fringe Benefit Rate** is:

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8/100 = \$97,200$ Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Chief, Commercial Vehicle Enforcement	86.0000	\$47,446.03	\$40,803.58	\$34,683.04	\$6,120.54
Statewide CVCI Supervisor	86.0000	\$44,448.29	\$38,225.52	\$32,491.70	\$5,733.82
Area CVCI Supervisors	86.0000	\$47,341.50	\$40,713.69	\$34,606.64	\$6,107.05
Commercial Vehicle Compliance Inspectors (CVCIs)	86.0000	\$236,334.00	\$203,247.24	\$172,760.15	\$30,487.09
New Entrant CVCI	86.0000	\$32,522.70	\$27,969.52	\$23,774.09	\$4,195.43
Program Coordinator	86.0000	\$32,470.00	\$27,924.20	\$23,735.57	\$4,188.63
Grants Administrator	86.0000	\$38,073.20	\$32,742.95	\$27,831.51	\$4,911.44
Research Analyst	86.0000	\$22,108.50	\$19,013.31	\$16,161.31	\$2,852.00
Data Processing Manager	86.0000	\$1,871.83	\$1,609.77	\$1,368.31	\$241.46
Microcomputer/Network Specialist	86.0000	\$1,206.66	\$1,037.72	\$882.07	\$155.65
CVCI Overtime	36.0000	\$16,881.00	\$6,077.16	\$5,165.59	\$911.57
Administrative Support	86.0000	\$3,060.85	\$2,632.33	\$2,237.48	\$394.85
TOTAL: Fringe Benefits			\$441,996.99	\$375,697.46	\$66,299.53
Planned MOE: Fringe Benefits		\$9,417.99			

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

In the period of time since Alaska's FY18 MCSAP eCVSP was originally submitted, the fringe benefit rate for regular time increased from 79% to 86%; the fringe benefit rate for overtime was increased from 30% to 36%, as shown in the chart below. The Fringe Benefits portion of this budget has been adjusted to reflect the changes resulting from these modifications.

Per the June 26, 2018 USDOT/FHWA ICAP approval letter, the 86% Fringe Benefits rate is based on the following:

Labor Rates

Effective Period: July 1, 2018 – June 30, 2019

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	45%	38%
Insurance	27%	0%
Leave Taken	17%	0%
Over/Under Variance	-2%	-2%
Total	186%	136%

86% =

Grant funding is requested for the Lead Agency staff and **CVCIs** to charge their associated payroll benefit costs while performing MCSAP-related duties such as, but not limited to: conducting safety enforcement inspections and tasks, training, and administrative duties. The total anticipated cost of fringe benefits for this project is **\$441,996.99**. The specific amount of benefits, insurance, leave taken, and over/under variance, etc. for each staff member (based on exact salary costs) will be included in each voucher. As the State operates on an accrual-based leave system, only actual hours worked on MCSAP-related duties will be charged to the grant.

Fringe Benefits are calculated per employee using the rate approved by the Administrative Services Director and is uniform for all employees charging to the grant.

Per the July 14, 2017 USDOT/FHWA ICAP approval letter, the 79% Fringe Benefits rate is based on the following:

Section III: Labor Rates
Effective Period: July 1, 2017 – June 30, 2018

Approved Rates:

	Regular	Premium
Base Pay	100%	100%
Benefits	44%	38%
Insurance	26%	0%
Leave Taken	17%	0%
Over/Under Variance	-2%	-2%
Total	185%	136%

79% =

Applicable To: All programs not specifically exempted by law

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
Conference Travel	11	60	\$24,306.00	\$20,660.10	\$3,645.90
Training Travel	40	268	\$86,978.00	\$73,931.30	\$13,046.70
Routine Travel	3	59	\$28,420.00	\$24,157.00	\$4,263.00
TOTAL: Travel			\$139,704.00	\$118,748.40	\$20,955.60
Planned MOE: Travel	\$0.00				

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

The CONFERENCE TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

1. 2018 North American Inspectors Competition (NAIC) (Aug 13-17, 2018, Columbus, OH)

1 person, 6 days, airfare: \$800; per diem: \$59/day; hotel: \$220/night; ground transportation: \$125
 Attendance at this competition increases the Lead Agency's knowledge of the CMV inspection program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

2. 2018 CVSA Workshop (Apr 8-12, 2018, Portland, OR)

3 people, 5 days, airfare: \$800/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
 Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

3. 2018 CVSA COHMED Conference (Jan 29-Feb 2, 2018, Garden Grove, CA)

2 people, 6 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
 Attendance at this conference increases the Lead Agency's knowledge of the Hazardous Materials program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

4. 2018 MCSAP Leadership Conference/Planning Meeting (date & location unknown at this time)

2 people, 5 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
 Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

5. 2018 CVSA Annual Conference & Exhibition (Sep 23-27, 2018, Kansas City, MO)

2 people, 6 days, airfare: \$800/person; per diem: \$64/day; hotel: \$220/night; ground transportation: \$125/person
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field.

6. 2018 Traffic Records Forum (date & location unknown at this time)

1 person, 5 days, airfare: \$800; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125
Attendance at this conference increases the Lead Agency's knowledge of the MCSAP program, new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the Lead Agency to participate in the question and answer sessions and to foster relationships with the Federal partners and others in the field. Expenses for this travel are estimated based on a possible conference location of Washington, DC.

7. Other MCSAP-related Conference Travel (dates & locations unknown at this time)

During the performance period of the grant, the requirement for other MCSAP-related Conference Travel, such as CVSA or FMCSA meetings, that is unknown at this time may arise. Expenses cannot be estimated for such travel at this time; however, this travel is listed without a cost as a way to identify options yet maintain the travel budget as listed. Examples of such conference travel include but are not limited to:

- PBBT Users Forum
- ITS America
- National Rural ITS
- CVSA Brake Symposium

The TRAINING TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

8. North American Standard (NAS) Parts A & B

5 people, 14 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
This training will instruct participants how to conduct a complete North American Standard driver inspection in accordance with the Federal Motor Carrier Safety Regulations and the North American Standard Inspection Procedure.

9. General Hazardous Materials

3 people, 6 days, airfare \$800/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person
This training will instruct **CVCI**s in inspecting HazMat shipments for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business.

10. Cargo Tank Inspection Training

3 people, 6 days, airfare \$800/person; per diem \$61/day; hotel: \$220/day; ground transportation: \$125/person
This training will instruct **CVCI**s in inspecting Cargo Tank motor vehicles transporting hazardous material for compliance with HazMat regulations either on the roadside or at a carrier's or shipper's place of business.

11. Passenger Vehicle Inspection Training

2 people, 5 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
This training will enable **CVCI**s to complete Level I, II and V inspections on motorcoaches and other commercial passenger-carrying vehicles.

12. Electronic Logging Device Training

4 people, 5 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
It is anticipated that this training will become available in FY18. This course will provide instruction on the use of Electronic Logging Devices and the electronic data transfer methods that can be utilized.

13. 2018 CVEO Annual Training (Anchorage)

30 people (17 traveling), 2 days, travel by State vehicle: \$550 SEF/vehicle (5 vehicles) (budgeted in the "Other" category, shown here for reference); per diem \$60/day; hotel: \$180/day
This training is essential in order to provide refresher training to the State's **CVCI**s and provide them with information regarding new or changing policies, regulations, new guidance, and trends in data reporting consistency. It also allows the **CVCI**s to participate in the question and answer sessions and to foster relationships within the cadre.

14. Post Crash Investigation Training (Florida or Nebraska)

2 people, 14 days, airfare: \$800/person; per diem: \$51/day; hotel: \$220/night; ground transportation: \$125/person
The course will provide instruction on the preservation of vital evidence at the crash scene, correctly document the condition of the Commercial Motor Vehicle (CMV) prior to the crash, driver violations, and provide both the knowledge and physical tools to complete the inspection of a CMV involved in an accident. Emphasis will be placed on both vehicle and driver portions of inspections.

15. New Entrant Safety Audit Course

2 people, 14 days, airfare: \$800/person; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125/person
This course will provide the fundamental training for the New Entrant safety auditor and supervisor.

16. Safety Audits outside AK-New Entrant Auditor (New Entrant Shadow Training)

1 person, 28 days, airfare: \$800; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125
This training under a certified New Entrant Safety Auditor will allow Alaska's newly trained Safety Auditor the opportunity to gain experience and knowledge outside of the classroom prior to beginning work in the field.

17. Safety Audits outside AK-New Entrant Supervisor (New Entrant Shadow Training)

1 person, 14 days, airfare: \$800; per diem: \$61/day; hotel: \$220/night; ground transportation: \$125
This training under a certified New Entrant Safety Auditor will allow the Supervisor of Alaska's newly trained Safety Auditor the opportunity to gain experience and knowledge of the individual's work in the field in order to effectively supervise and guide them.

18. Other MCSAP-related Training Travel (dates & locations unknown at this time)

During the performance period of the grant, other MCSAP-related training needs and opportunities may arise. Expenses cannot be estimated for such travel at this time; however, this travel is listed without a cost as a way to identify options yet maintain the travel budget as listed. Examples of such training travel include but are not limited to:

- Regional HazMat Training
- Other Bulk Packaging/Dangerous Goods
- Electronic Logging Device
- Electronic Mobile Mapping Technology - Roadside Basics
- Inspection Software Programs
- Grant Management/Grant Writing Training
- SQL Database Training

The ROUTINE TRAVEL that the Lead Agency anticipates completing during the performance period of this grant includes, but is not limited to:

19. MCSAP-related travel that is neither "Conference" nor "Training" travel

These funds will cover MCSAP-related travel by the Lead Agency staff that does not fall under the "Conference" or "Training" travel categories. Such travel will include, but not be limited to: periodic supervisor trips to **CVCIs** throughout the State to advise on new/changing policies, etc.

~~20. US/Canada CVE Outreach & Education (This training is removed as Alaska's CVCIs traveled to Canada in 2017 and will return in 2019; Canadian officers will travel to Alaska in 2018.)~~

~~2 people, 5 days, per diem: \$61/day; hotel: \$220/night; SEF: \$500 (budgeted in the "Other" category)
This travel will be used to interact with our Canadian counterparts, educate the CMV drivers that transit the US-Canada border area on the Alaska Highway, and to focus on international traffic crossing there.~~

21. Fly-in or drive-to travel throughout Alaska to conduct Audits

Fly-in: 1 person, 6 trips, 4 days/trip, airfare/trip: \$800; per diem: \$60/day; hotel: \$220/night; ground transportation: \$250 included

The New Entrant Auditor will travel to 6 locations throughout the state that are not accessible by road to conduct Audits.

Drive-to: 1 person, 6 trips, 5 days/trip, SEF/trip: \$300 (budgeted in the "Other" category); per diem: \$60/day; hotel: \$220/night

The New Entrant Auditor will travel to 12 locations throughout the state that are not accessible by road to conduct Audits.

5 - Equipment

Equipment is tangible property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment threshold is below \$5,000, check the box below and provide the equipment threshold amount. See §§[200.12](#) Capital assets, [200.20](#) Computing devices, [200.48](#) General purpose equipment, [200.58](#) Information technology systems, [200.89](#) Special purpose equipment, and [200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost ([2 CFR §200.436](#) and [2 CFR §200.439](#)). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
ALM Radio	1	\$5,300.00	100	\$5,300.00	\$4,505.00	\$795.00
TOTAL: Equipment				\$5,300.00	\$4,505.00	\$795.00
Equipment threshold is greater than \$5,000.						
Planned MOE: Equipment	\$0.00					

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

ALMR radio

The primary use for this item is in conjunction with MCSAP activities by **CVCIs** throughout the State. Any other use is miniscule and does not in any way diminish its use as a part of the MCSAP program.

Alaska Land Mobile Radios (ALMRs) are primarily used for MCSAP-related activities and allow the CVCIs to communicate with law enforcement agency Dispatch. Without MCSAP funding, MSCVE would not have vehicles and, consequently, would not need radios.

6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.

Total Project Costs equal #of Units x Cost per Unit.

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
CVCI Uniforms, New Hires	5	full set	\$1,885.00	\$9,425.00	\$8,011.25	\$1,413.75
CVCI Uniforms, Replenishment of Current Employees	6	full set	\$1,885.00	\$11,310.00	\$9,613.50	\$1,696.50
CVCI Inspection Supplies, New Hires	5	full set	\$703.00	\$3,515.00	\$2,987.75	\$527.25
CVCI Inspection Supplies, Replenishment of Current Employees	6	full set	\$703.00	\$4,218.00	\$3,585.30	\$632.70
Office Supplies	1	per year	\$2,605.00	\$2,605.00	\$2,214.25	\$390.75
CVCI Safety Vests	5	ea	\$1,000.00	\$5,000.00	\$4,250.00	\$750.00
CVCI Laptops	5	ea	\$3,500.00	\$17,500.00	\$14,875.00	\$2,625.00
CVCI Mobile Printer/Scanners	10	ea	\$200.00	\$2,000.00	\$1,700.00	\$300.00
Inspection/Weigh Station Printers	2	ea	\$375.00	\$750.00	\$637.50	\$112.50
Emergency Kits	3	ea	\$400.00	\$1,200.00	\$1,020.00	\$180.00
Roadside Sign Set	1	full set	\$3,800.00	\$3,800.00	\$3,230.00	\$570.00
TOTAL: Supplies				\$61,323.00	\$52,124.55	\$9,198.45
Planned MOE: Supplies	\$0.00					

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

CVCI Uniforms, New Hires:

This line item includes a full set of all uniform items required by a newly-hired CVCI, including uniform shirts, pants, coveralls, boots, hats, badges, rank identification, cold weather gear, etc.

CVCI Uniforms, Replenishment of Current Employees:

This line item includes a full set of CVCI uniform items, as shown above. It is anticipated that 25% of these items will be replenished each year.

CVCI Inspection Supplies, New Hires:

This line item includes a full set of all equipment required by a newly-hired CVCI to perform their duties, including: chamber mates, tape measures, flashlights, traffic cones, creepers, chocks, etc.

CVCI Inspection Supplies, Replenishment of Current Employees:

This line item includes a full set of equipment required by a CVCI to perform their duties, as shown above. It is

anticipated that 25% of these items will be replenished each year.

Office Supplies:

Office supplies (paperclips, paper, toner, telecom supplies, etc.) for Lead Agency individuals who are directly responsible for CMV safety enforcement, education, reporting, and data analysis. MCSAP will fund 50% of these expenses with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE.

CVCI Safety Vests:

CVCI working in the field need safety vests and external carriers as personal protective equipment. MCSAP will pay for 50% of the purchase price for these items; other funding sources will cover the remaining 50%. The remaining expenses will not be counted toward MOE.

Inspection/Weigh Station All-in-One Printers:

These items will be purchased to replace those printers located at the inspection/weigh stations that are at the end of their service lives. MCSAP will fund 50% of the purchase price with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE. In the State of Alaska CMV inspections are conducted at the fixed inspection/weigh stations in addition to roadside. The printers located at the fixed inspection/weigh stations are used primarily to print State of Alaska Commercial Vehicle Enforcement Driver/Vehicle Examination Reports (i.e., CMV safety inspections). Therefore, it seems reasonable that 50% of the purchase price for these printers be allocable to MCSAP.

Emergency Kits:

These kits (consisting of items such as flashlights, batteries, radio, food, water, etc.) will be placed for use in an emergency such as a CVCI trapped in an avalanche or stranded in a remote area due to extreme weather.

Roadside Sign Set:

It is anticipated that one set of roadside advance warning signs for use by CVCI conducting roadside inspections will be purchased.

7 - Contractual and Subaward

This section includes both contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

CONTRACTUAL – A contract is 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 ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

SUBAWARD – A subaward is 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. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#), [2 CFR §200.330](#)).

SUBRECIPIENT - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate ‘unknown’ in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as “contractual services” with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below.

If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
SOA/DOA Shared Services	EIN	926001185	Contract	\$41,238.74	\$35,052.93	\$6,185.81
Description of Services: State of Alaska Department of Administration Shared Services						
ITD Operations & Maintenance	DUNS		Contract	\$50,000.00	\$42,500.00	\$7,500.00
Description of Services: ITD Operations & Maintenance						
TOTAL: Contractual and Subaward				\$91,238.74	\$77,552.93	\$13,685.81
Planned MOE: Contractual and Subaward	\$0.00					

Enter detailed explanation of how you came up with the contractual and subaward costs.

State of Alaska Department of Administration Shared Services:

The Shared Services organizational structure provides back-office support for common administrative functions, allowing agencies to focus more closely on core mission responsibilities. Administrative functions are planned to include but not limited to travel, accounts payable, and collections.

ITD Operations & Maintenance:

This funding is required to either procure a contractor or fund the State's centralized IT to provide operations and maintenance of the Commercial Vehicle Information Exchange Window (CVIEW) system.

8 - Other Costs

Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative. Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.

If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, and the cost per unit/item for each other cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal Number of Units x Cost per Item.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Costs	Total Indirect Costs	Federal Share	State Share
Other	1.96	\$1,446,873.29	\$28,358.71	\$24,104.91	\$4,253.80
TOTAL: Indirect Costs			\$28,358.71	\$24,104.91	\$4,253.80

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
SEF - Fuel	1	annual expenses	\$21,729.79	\$21,729.79	\$18,470.32	\$3,259.47
SEF - Vehicle Fleet Costs (Operation & Maintenance)	1	annual expenses	\$33,989.90	\$33,989.90	\$28,891.42	\$5,098.48
Fuel Costs (not under SEF)	1	annual expenses	\$200.00	\$200.00	\$170.00	\$30.00
CVSA Decals	1	annual expenses	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00
Professional Memberships (CVSA, etc.)	1	ea	\$7,800.00	\$7,800.00	\$6,630.00	\$1,170.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	1	annual expenses	\$35,504.00	\$35,504.00	\$30,178.40	\$5,325.60
EPR Telecommunications Services	1	annual expenses	\$20,830.00	\$20,830.00	\$17,705.50	\$3,124.50
EPR Computer Services	1	annual expenses	\$13,200.00	\$13,200.00	\$11,220.00	\$1,980.00
Conference Room Rental	6	days	\$900.00	\$5,400.00	\$4,590.00	\$810.00
Out-of-Service Criteria Books (shipping included)	30	ea	\$40.00	\$1,200.00	\$1,020.00	\$180.00
Federal Motor Carrier Safety Regulations (shipping included)	30	ea	\$27.70	\$831.00	\$706.35	\$124.65
HazMat 49 CFR 100-185 Books (shipping included)	30	ea	\$30.25	\$907.50	\$771.38	\$136.12
Conference Registration Fees	6	ea	\$550.00	\$3,300.00	\$2,805.00	\$495.00
Legal Services	1	annual expenses	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00
Other Expenses	1	annual expenses	\$10,000.00	\$10,000.00	\$8,500.00	\$1,500.00
Software Licensing & Maintenance	1	annual expenses	\$16,653.80	\$16,653.80	\$14,155.73	\$2,498.07
TOTAL: Other Costs				\$183,545.99	\$156,014.10	\$27,531.89
Planned MOE: Other Costs	\$0.00					

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

SEF

These expenses will be prorated appropriately in support of MCSAP-related activities. The remaining expenses will not be counted toward MOE.

SEF - Fuel:

Each vehicle is issued a credit card for which to purchase fuel, oil, washer fluid, etc. SEF reconciles all costs, per vehicle, for billing purposes.

SEF - Vehicle Fleet Costs (Operation & Maintenance):

Operating Rate: A constant monthly rate paid for the routine maintenance costs of an asset. Operating rates are computed individually for each piece of equipment. They are an average of the routine maintenance costs of that piece of equipment for the last three years. Equipment or vehicles in service less than one year pay an average operating rate based on other vehicles of the same class. Operating rates are computed each year using the average costs.

Allowed charges: Many State agencies are reimbursed for their costs by the Federal government. A strict set of guidelines has been established regarding what vehicle costs are able to be charged to the Federal government. All operating or maintenance costs can be charged, but only a portion of the replacement charges are eligible for Federal reimbursement. SEF identifies, for each asset, the amount of the replacement rate that is allowed, or eligible for reimbursement. These amounts are displayed on the monthly bill for each asset. The allowed portion of the replacement rate is also known as the Federal Fixed Fee.

Billable Services: SEF Maintenance costs that are directly billable to the user. This would include special non-routine service and repair costs for structural/mechanical damage. These costs are not factored in to the calculation of operating rates.

SEF Costs

The State Equipment Fleet (SEF) is responsible for procuring, maintaining, and disposing of vehicles and equipment owned and operated by the State of Alaska. The SEF Headquarters office in Anchorage provides procurement, fuel billing, and support services. All vehicles used for MCSAP-related duties have four categories of usage that are vouchered to FMCSA.

Fuel Costs (not under SEF):

While on the road performing various safety enforcement duties, CVCI's occasionally need to fuel their State-owned vehicles from facilities that are not part of the SEF operation. These charges are generally quite small and infrequent.

CVSA Decals:

The Division will purchase CVSA decals to be affixed upon successful completion of Level I inspections during FY18. The budgeted amount includes estimated shipping costs.

Professional Memberships (CVSA, etc.):

Continued membership in CVSA allows the Lead Agency to keep up to date in the pursuit of uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America and the promotion of commercial motor vehicle safety and security.

Communications (landlines, wireless, data/networks, aircards, desk phones, VPNs, etc.)**EPR Telecommunications Services:**

This expense covers basic telephone service; network services for transmission of voice and data between State offices; support of radio and paging facilities; and repair and maintenance of radio and telephone equipment used by Lead Agency personnel when performing their MCSAP duties.

EPR Computer Services:

This expense covers charges for data processing, storage, printing and programming as used by Lead Agency personnel in the performance of their MCSAP duties.

Conference Room Rental:

Throughout FY18 the Lead Agency anticipates hosting or conducting approximately 2 training sessions in the State. Each of these courses will be attended by between 15 and 30 people and last 2 days each. The Lead Agency's own conference room is insufficient in size for such sessions; therefore, MSCVE anticipates renting conference space at local facilities. At an average price of \$900 per day, including the facility and necessary equipment, the estimated cost of 6 days' of rental for this purpose is \$5,400.

Out-of-Service Criteria Books:

These books, published annually by CVSA, contain up-to-date out-of-service criteria for commercial vehicle drivers and vehicles.

Federal Motor Carrier Safety Regulations:

These books, published annually, contain up-to-date Federal Motor Carrier Safety Regulations for commercial vehicle drivers, vehicles, and carriers.

HazMat 49 CFR 100-185 Books:

These books, published annually, contain up-to-date HazMat violation criteria for commercial vehicle drivers and vehicles.

Conference Registration Fees:

Registration fees for MCSAP-related conferences such as 2018 CVSA COHMED Conference, the 2018 CVSA Workshop, etc. average \$550 per person per conference.

Legal Services:

This funding will pay for services performed by the State of Alaska Department of Law in regard to review and approval of the MCSAP-required Annual Certification of Compatibility and the review of any new regulations established/changed as a result of that review.

Other Expenses:

This line item includes such expenses as printing, copying, freight costs, postage, copy machine/printer leasing and service costs, and the purchase of enforcement software, etc. All items are necessary expenses in support of the State's MCSAP program.

Software Licensing & Maintenance:

This expense includes 50% of the renewal license cost for both Network Monitoring & Compliance software (which helps ensure that these critical systems are always available for data acquisition, storage, and analysis) and Virtualization Infrastructure software (which provides the virtual server infrastructure for all critical MSCVE services including Microsoft Windows Servers running SAFETYNET, safety/enforcement databases, TraCS citation repositories and data exchange interfaces, ensuring that these data exchange interfaces are available at all times). MCSAP will fund 50% of these expenses with the remaining 50% provided by other funding sources. The remaining expenses will not be counted toward MOE.

9 - Comprehensive Spending Plan

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,253,947.00	\$221,285.00	\$1,475,232.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$221,285.00
MOE Baseline:	\$16,766.40

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs
Chief, Commercial Vehicle Enforcement	\$40,329.12	\$7,116.90	\$47,446.02
Statewide CVCI Supervisor	\$37,781.04	\$6,667.24	\$44,448.28
Area CVCI Supervisors	\$40,240.28	\$7,101.22	\$47,341.50
Commercial Vehicle Compliance Inspectors (CVCIs)	\$200,883.90	\$35,450.10	\$236,334.00
New Entrant CVCI	\$27,644.30	\$4,878.40	\$32,522.70
Program Coordinator	\$27,599.50	\$4,870.50	\$32,470.00
Grants Administrator	\$32,362.22	\$5,710.98	\$38,073.20
Research Analyst	\$18,792.23	\$3,316.27	\$22,108.50
Data Processing Manager	\$1,591.06	\$280.77	\$1,871.83
Microcomputer/Network Specialist	\$1,025.66	\$181.00	\$1,206.66
Administrative Support	\$2,601.72	\$459.13	\$3,060.85
Salary Subtotal	\$430,851.03	\$76,032.51	\$506,883.54
CVCI Overtime	\$14,348.85	\$2,532.15	\$16,881.00
Overtime subtotal	\$14,348.85	\$2,532.15	\$16,881.00
Personnel total	\$445,199.88	\$78,564.66	\$523,764.54
Planned MOE	\$10,582.03		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Chief, Commercial Vehicle Enforcement	\$34,683.04	\$6,120.54	\$40,803.58
Statewide CVCI Supervisor	\$32,491.70	\$5,733.82	\$38,225.52
Area CVCI Supervisors	\$34,606.64	\$6,107.05	\$40,713.69
Commercial Vehicle Compliance Inspectors (CVCIs)	\$172,760.15	\$30,487.09	\$203,247.24
New Entrant CVCI	\$23,774.09	\$4,195.43	\$27,969.52
Program Coordinator	\$23,735.57	\$4,188.63	\$27,924.20
Grants Administrator	\$27,831.51	\$4,911.44	\$32,742.95
Research Analyst	\$16,161.31	\$2,852.00	\$19,013.31
Data Processing Manager	\$1,368.31	\$241.46	\$1,609.77
Microcomputer/Network Specialist	\$882.07	\$155.65	\$1,037.72
CVCI Overtime	\$5,165.59	\$911.57	\$6,077.16
Administrative Support	\$2,237.48	\$394.85	\$2,632.33
Fringe Benefits total	\$375,697.46	\$66,299.53	\$441,996.99
Planned MOE	\$9,417.99		

Travel			
	Federal Share	State Share	Total Project Costs
Conference Travel	\$20,660.10	\$3,645.90	\$24,306.00
Training Travel	\$73,931.30	\$13,046.70	\$86,978.00
Routine Travel	\$24,157.00	\$4,263.00	\$28,420.00
Travel total	\$118,748.40	\$20,955.60	\$139,704.00
Planned MOE	\$0.00		

Equipment			
	Federal Share	State Share	Total Project Costs
ALM Radio	\$4,505.00	\$795.00	\$5,300.00
Equipment total	\$4,505.00	\$795.00	\$5,300.00
Planned MOE	\$0.00		

Supplies			
	Federal Share	State Share	Total Project Costs
CVCI Uniforms, New Hires	\$8,011.25	\$1,413.75	\$9,425.00
CVCI Uniforms, Replenishment of Current Employees	\$9,613.50	\$1,696.50	\$11,310.00
CVCI Inspection Supplies, New Hires	\$2,987.75	\$527.25	\$3,515.00
CVCI Inspection Supplies, Replenishment of Current Employees	\$3,585.30	\$632.70	\$4,218.00
Office Supplies	\$2,214.25	\$390.75	\$2,605.00
CVCI Safety Vests	\$4,250.00	\$750.00	\$5,000.00
CVCI Laptops	\$14,875.00	\$2,625.00	\$17,500.00
CVCI Mobile Printer/Scanners	\$1,700.00	\$300.00	\$2,000.00
Inspection/Weigh Station Printers	\$637.50	\$112.50	\$750.00
Emergency Kits	\$1,020.00	\$180.00	\$1,200.00
Roadside Sign Set	\$3,230.00	\$570.00	\$3,800.00
Supplies total	\$52,124.55	\$9,198.45	\$61,323.00
Planned MOE	\$0.00		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
SOA/DOA Shared Services	\$35,052.93	\$6,185.81	\$41,238.74
ITD Operations & Maintenance	\$42,500.00	\$7,500.00	\$50,000.00
Contractual and Subaward total	\$77,552.93	\$13,685.81	\$91,238.74
Planned MOE	\$0.00		

Other Costs			
	Federal Share	State Share	Total Project Costs
SEF - Fuel	\$18,470.32	\$3,259.47	\$21,729.79
SEF - Vehicle Fleet Costs (Operation & Maintenance)	\$28,891.42	\$5,098.48	\$33,989.90
Fuel Costs (not under SEF)	\$170.00	\$30.00	\$200.00
CVSA Decals	\$1,700.00	\$300.00	\$2,000.00
Professional Memberships (CVSA, etc.)	\$6,630.00	\$1,170.00	\$7,800.00
Communications (landlines, wireless, data/networks, aircards, VPN, etc.)	\$30,178.40	\$5,325.60	\$35,504.00
EPR Telecommunications Services	\$17,705.50	\$3,124.50	\$20,830.00
EPR Computer Services	\$11,220.00	\$1,980.00	\$13,200.00
Conference Room Rental	\$4,590.00	\$810.00	\$5,400.00
Out-of-Service Criteria Books (shipping included)	\$1,020.00	\$180.00	\$1,200.00
Federal Motor Carrier Safety Regulations (shipping included)	\$706.35	\$124.65	\$831.00
HazMat 49 CFR 100-185 Books (shipping included)	\$771.38	\$136.12	\$907.50
Conference Registration Fees	\$2,805.00	\$495.00	\$3,300.00
Legal Services	\$8,500.00	\$1,500.00	\$10,000.00
Other Expenses	\$8,500.00	\$1,500.00	\$10,000.00
Software Licensing & Maintenance	\$14,155.73	\$2,498.07	\$16,653.80
Other Costs total	\$156,014.10	\$27,531.89	\$183,545.99
Planned MOE	\$0.00		

Total Costs			
	Federal Share	State Share	Total Project Costs
Subtotal for Direct Costs	\$1,229,842.32	\$217,030.94	\$1,446,873.26
Indirect Costs	\$24,104.91	\$4,253.80	\$28,358.71
Total Costs Budgeted	\$1,253,947.23	\$221,284.74	\$1,475,231.97
Total Planned MOE	\$20,000.02		

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov.

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **“Total Costs Budgeted”** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **“Overtime subtotal”** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$1,253,947.00	\$221,285.00	\$1,475,232.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$221,285.00
MOE Baseline:	\$16,766.40

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$430,851.03	\$76,032.51	\$506,883.54	NA
Overtime Subtotal	\$14,348.85	\$2,532.15	\$16,881.00	NA
Personnel Total	\$445,199.88	\$78,564.66	\$523,764.54	\$10,582.03
Fringe Benefits Total	\$375,697.46	\$66,299.53	\$441,996.99	\$9,417.99
Travel Total	\$118,748.40	\$20,955.60	\$139,704.00	\$0.00
Equipment Total	\$4,505.00	\$795.00	\$5,300.00	\$0.00
Supplies Total	\$52,124.55	\$9,198.45	\$61,323.00	\$0.00
Contractual and Subaward Total	\$77,552.93	\$13,685.81	\$91,238.74	\$0.00
Other Costs Total	\$156,014.10	\$27,531.89	\$183,545.99	\$0.00
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$1,229,842.32	\$217,030.94	\$1,446,873.26	\$20,000.02
Indirect Costs	\$24,104.91	\$4,253.80	\$28,358.71	NA
Total Costs Budgeted	\$1,253,947.23	\$221,284.74	\$1,475,231.97	\$20,000.02

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Daniel V. Smith
2. What is this person's title? Division Director
3. Who is your Governor's highway safety representative? Tammy Kramer
4. What is this person's title? Governor's Highway Safety Representative

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- Yes
- No

State Certification declaration:

I, Daniel V. Smith, Division Director, on behalf of the State of ALASKA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Daniel V. Smith
2. What is the title of your certifying State official? Director, MSCVE
3. What are the phone # and email address of your State official? (907)365-1210 dan.smith1@alaska.gov

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- Yes
- No

I, Daniel V. Smith, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

A regulation package is presently being reviewed by the State Department of Law. Please note that a signed hard copy of the Annual Certification of Compatibility has been included as an attachment to this submission. The timeline provided by the Department of Law states that a draft will be finalized by May 4, 2018. Once received, the regulation package will take a minimum of 90 days to complete.//The public comment period for these proposed regulatory changes closed on June 15, 2018. The Division is continuing the public process with the Department of Law. Adoption is expected to include ELD rules. The regulation package is with the Department Attorney and is due to be delivered to the State Attorney General on August 6, 2018. The Attorney General review should be completed in September and filed in October 2018.

3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

Yes No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

Yes No