FMCSA
Federal Motor Carrier Safety Administration

HIGH PRIORITY
DISCRETIONARY GRANT PROGRAM
(FAST ACT Implementation)

FY 2017

Presenters

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High Priority Grant Program

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Innovative Technology Deployment Program

FAST Act Changes

FAST Act Changes

- FAST Act increase HP allocation $42.2 Million

- Consolidations:
  - Innovative Technology Deployment (formerly CVISN)
  - Performance & Registration Information Systems (PRISM)
  - Safety Data Improvement (formerly SaDIP)
  - Traditional High Priority Projects

- Grants vs. Cooperative Agreements

FAST Act Changes

- Period of Performance:

    Year of award + 4 years
    - Innovative Technology Deployment

    Year of award + 2 years
    - Performance & Registration Information Systems Projects
    - Safety Data Improvement Projects
    - Traditional HP Projects

- Notice of Funding Availability (NOFA)
    - 1 NOFA
    - 2 Application Submission (supporting POP)
    - 60 Days to Submit Applications

High Priority

INNOVATIVE TECHOLOGY DEPLOYMENT Overview

Innovative Technology Deployment (ITD) Changes

Reauthorization changes to CVISN include:

– Changing the CVISN grant program name to the Innovative Technology Deployment "ITD" grant program

– Changing the match to at least 85/15 (not 50/50)

– Eliminating the Core ITD cap ($2.5M)

– Eliminating the annual cap for Expanded ($1M)

ITD – Changes con't

- States will still be required to have an approved program plan/top-level design that is in compliance with the National ITS/CVISN Architecture

- Does not change the priority elements of safety information exchange, e-credentialing, e-screening and the Expanded elements

- Elements previously in statute will be continued via Program Policy (in development).

ITD – New Program Policy
(in development)

- ITD Grants and Eligibility
- ITD focus areas (Core, Expanded, O&M)
- ITD Cost eligibility & matching
- Certifications & Decertification (Core & CVIEW)
- Core Compliance Monitoring
- Program Plan/Top Level Design (PP/TLD)
  - FMCSA review and approval process
- Communication
- Risk Assessment

ITD- Eligibility

- States, DC, and U.S. Territories
- Have an approved program plan (PP/TLD)
- Certify to ITS/CVISN architecture
- Promote interoperability
- Testing with FMCSA

In addition:

- Applicant is Lead ITD Agency noted in PP/TLD or has MOU with the Lead.
- MOU agency has coordinated with Lead Agency.

ITD High Priority vs. ITD MCSAP

The FAST Act provided flexibility for the States to utilize a portion of their MCSAP funding toward ITD operation and maintenance*

- Any MCSAP lead agency needing ITD O&M funding for deployed projects should utilize MCSAP funding for this purpose.
- MCSAP Lead Agencies applying for ITD O&M via a separate ITD grant application will be considered only after other ITD projects have been considered.
- Any eligible non-MCSAP lead agency needing ITD O&M funding should apply as part of any ITD grant application.

*(49 U.S.C. § 31102)

ITD – Benefits

Benefits of reauthorization to the ITD grant program:

- Program is more flexible and affordable.

- States no longer have to meet 50/50 match.

- Annual caps for ITD grants are eliminated.

- Encourages innovation.

- Refocuses the program on addressing national priorities.

- Period of performance limitation.

Reauthorization-based changes to the CVISN grant program will be reflected only in the FY 2017 grant year. The current FY 2016 CVISN grant cycle will still follow the old format (50/50 match) and include grant cap requirements.

High Priority
PRISM Overview

HP: Performance and Registration Information Systems Management (PRISM)

Support participation in performance and registration information systems management *

- for entities NOT responsible for submitting CVSP, or
- for entities responsible for submitting CVSP
  - **before** October 1, 2020, to achieve compliance with the requirements of participation, and
  - **beginning on October 1, 2020 or once compliance is achieved,** whichever is sooner, for special initiatives or projects that exceed routine operations required for participation;

*FAST Act 49 USC §31102(l)(2)(F)

HP: PRISM
Grant Project Activity

Performance and Registration Information Systems Management
- Information Clearinghouse

- Design

- Conditions for Participation: States as a condition of participation in the program, are required to:
  - comply with the uniform policies, procedures, and technical and operational standards
  - possess or seek the authority to possess for a time period no longer than determined reasonable by the FMCSA, to impose sanctions relating to CMV registration on the basis of a Federal safety fitness determination ; and

HP: PRISM
Grant Project Activity cont.

– establish and implement a process-

To cancel the motor vehicle registration and seize the registration plates of a vehicle when an employer is found liable for knowing allowing or requiring an employee to operate such a commercial motor vehicle in violations of an OOS order and

To reinstate the vehicle registration or return the registration plates of the CMV, subject to sanctions under clause(i), if the Secretary permits such carrier to resume operations after the date of issuance of such order.

HP: PRISM

- Who is Eligible to Apply for HP Funding for Performance Registration Information Systems Management Projects?
  - Depends upon the agency and the participation level of the State at the time of application
    - » ALL eligible entities other than the Lead MCSAP Agency **OR**

    - » The Lead MCSAP Agency before October 1, 2020, to achieve compliance with the requirements of participation and

    - » **Beginning on October 1, 2020 or once compliance is achieved, whichever is sooner, for special initiative's or projects that exceed routine operations required for participation.**

HP: PRISM

What does Compliance Mean?

– Step 6 on the PRISM State Vehicle Registration

Connectivity after October 1, 2020

Total PRISM States: 48 + D.C.

STEP	DESCRIPTION
N/A White	- Not Active in PRISM Program
Step 0 Tan	- Implementing Approved Plan
Step 1 Grey	- Collecting/Validating USDOT Number of MCRS
Step 2 Red	- Submitting Targeted Vehicles to PRISM/SAFER
Step 3 Purple	- Authority in Place to Deny for Federal OOS - Denying for Federal OOS
Step 4 Yellow	- Authority in Place to Suspend for Federal OOS - Suspending for IH & Unsat/Unfit
Step 5 Green	- Denying and Suspending for all except Failure to Pay
Step 6 Blue	- Denying and Suspending for ALL Federal OOSO
Step 7 Orange	- Uploading 950 codes confirming State suspension
Step 8 Gold	- Authority in Place to Deny Reincarnated Carriers - Denying Suspected Reincarnated Carriers - State Reporting Suspected Reincarnated Carriers
*	- States that are Directly Pulling Plates from Suspended Vehicles via Pick-up Orders

HP: PRISM

- Examples of Projects from Lead MCSAP Agency
  - Prior to 10-1-2020
    - Costs associated with the developing and implementing a PRISM Implementation Plan to achieve Level 6 participation
    - Costs associated with any of the Implementation Plan Steps
      - Law Enforcement has 6 requirements
      - IRP/Registration Offices has 15 requirements
  - After 10-1-2020
    - Enhancements that exceed routine operations required for participation

HP: PRISM

What does Special Initiatives or Projects that exceed routine operations that are required for participation mean?

- Any Future Special Initiatives that FMCSA announces or requests additional enhancements to PRISM

- Enhancement of achieve Level 7 or higher participation

- Should be an add-on enhancement to the purpose of the PRISM Program that hasn't already been implemented as required.

HP: PRISM

- Example of Projects from Non-Lead MCSAP Agencies
  - Implementation costs of an PRISM Implementation Plan

  - Enhancing the PRISM Program in the State(same as previous slide for MCSAP lead Agency's)

  - Special Initiatives that FMCSA declares in the future

High Priority

SAFETY DATA IMPROVMENT

HP: Safety Data Improvement

- Conduct safety data improvement projects*
  - that complete or exceed the requirements for entities NOT responsible for submitting CVSP; or
  - that exceed the requirements for entities responsible for submitting CVSP
  - Provides that the State has established and dedicated sufficient resources to a program to ensure that-
    - the State collects and reports to the FMCSA accurate, complete, and timely motor carrier safety data; and
    - the State participates in a national motor carrier safety data correction system prescribed by the FMCSA

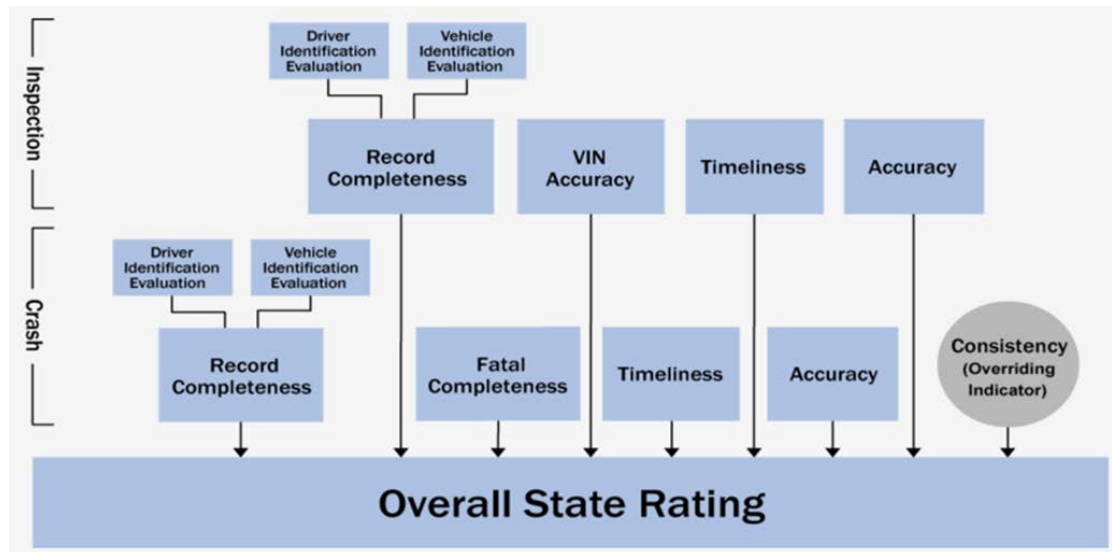*49 USC §351102(l)(2)(G)

HP: Safety Data Improvement

Who is Eligible for HP funding for a Safety Data Improvement Projects?

- Depends upon applicants Agency and the compliance level criteria are met by the State
  - » Eligible entities other than the Lead MCSAP Agency **who Completes or Exceeds the requirements OR**

  - » The Lead MCSAP Agency for activities that **Exceed** the requirements

HP: Safety Data Improvement

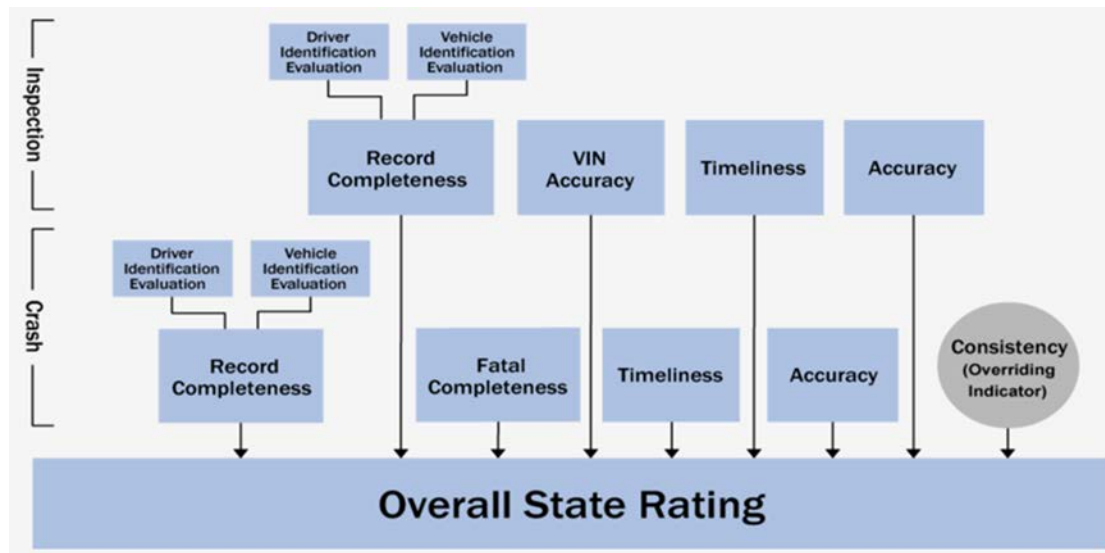What does Completes mean?

COMPLETES is achieved when the State's overall rating is Green

HP: Safety Data Improvement

What does Exceed mean?

Exceed is achieved when the State is Green in all SSDQs

SSDQ Funding Source

- Example 1:
  - State X has a Green Overall SSDQ rating, but the SSDQ for is yellow, so any agency can apply for HP funding to achieve Green in that yellow Category or

- Example 2:
  - Meets the green threshold for all SSDQ's but just the minimum threshold (i.e. Crash Timeliness green is at least 90%) wants to increase by at least 5% to 95%

- Example 3:
  - State has not achieved an overall SSDQ Green Status must use MCSAP Funds to achieve overall Green Status
    - LEAD AGENCY NOT ELIGIBLE TO APPLY FOR HP Discretionary grant funds to achieve overall SSDQ Green Status

HP: Safety Data Improvement Projects

- Utilizing the DataQ Process/Program to meet the
  - COMPLETE Requirements:
    - Each State will identify at least one point of contact for resolving inspection and crash Requests for Data Review (RDR) thought FMCSA"s Data's system. The point of contact for crash RDRs may be different than the inspection RDR point of contact.
    - Minimum period of consideration for RDRs is 3 years from the date of the inspection or 5 years from the date of the crash (applies to inspections and crashes occurring after April 1, 2014).
    - For inspections and crashes occurring before April 1, 2014, the State should determine is adequate evidence is available to consider RDRs more than 2 years after the incident.
  - EXCEEDS Requirements are:
    - Anything beyond the above
    - Consideration is being given to a timeliness response factor as well

DataQ Funding Source

- Example 1
  - The State Lead MCSAP Agency has a contact for Inspections and Crash Data, (so it's complete) but wants to add another person to help with responding to RDR (Requests for Data Review) for Crashes: Eligible under HP
    - Non-MCSAP lead agency wants to hire additional personnel to help increase the DataQ response time for Crashes : Eligible under HP

- Example 2
  - The State lead MCSAP Agency is not going back for 5 years for crashes,(not complete) proposes to remedy that by hiring a Temporary Staff to catch up
    - Not Eligible under HP only MCSAP

High Priority
PROJECTS

HP: Projects

- Eligible Projects:
  - Public Awareness & Education;
  - Target Unsafe CMV & Non-CMV in High-Risk Areas;
  - Safe & Secure movement of Hazardous Materials;
  - Safe Transportation of Goods and Person in Foreign Commerce

Point of Contact

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Questions & Answer