



Mailing Address:
1 Baldwin Street
Drawer 33
Montpelier, Vermont 05633-5701

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STATE OF VERMONT
JOINT FISCAL COMMITTEE
1 Baldwin Street
Montpelier, Vermont 05633-5701

MEMORANDUM

To: James Reardon, Commissioner of Finance & Management

From: Rebecca Buck, Staff Associate *RB*

Date: September 4, 2006

Subject: Status of Positions Request

No Joint Fiscal Committee member has requested that the following item be held for review:

JFO #2265 – Request from the Department of Motor Vehicles to establish four (4) new limited service positions: three (3) Commercial Vehicle Enforcement Inspectors and one (1) Commercial Vehicle Enforcement Team Leader. These sponsored positions are 100% federally funded and associated with a continuing Federal Motor Carrier Safety Administration Border Enforcement Grant Program directed at inspection and enforcement of international commercial motor vehicle cross border traffic.
[JFO received 08/04/06]

In accordance with 32 V.S.A. §5, the requisite 30 days having elapsed since this item was submitted to the Joint Fiscal Committee, the Governor's approval may now be considered final. We ask that you inform the Secretary of Administration and your staff of this action.

cc: Linda Morse
Neale Lunderville
Bonnie Rutledge
Molly Paulger
Jenny Audet

From: "Raycraft, Joanna" <Joanna.Raycraft@state.vt.us>
To: "Michael Obuchowski" <OBIE.LCPO2.VTLC@leg.state.vt.us>
Date: 8/17/2006 3:23:03 PM
Subject: RE: Rep. Michael Obuchowski questions regarding JFO #2266

Representative Obuchowski,

I apologize for not being able to respond sooner as I was away from the office for the last few days. Below are the answers to your questions concerning our request to replace a temporary position for a limited service position for aid in handling our leaking underground storage tank backlog.

Should you have any questions, or require additional information please do not hesitate to contact me directly.

Thank you,

Joanna Raycraft
Business Manager
Dept. of Environmental Conservation
802-241-3810
joanna.raycraft@state.vt.us

-----Original Message-----

From: Rebecca Buck [mailto:rbuck@leg.state.vt.us]
Sent: Monday, August 14, 2006 10:40 AM
To: Raycraft, Joanna
Cc: Michael Obuchowski; Steve Klein
Subject: Rep. Michael Obuchowski questions regarding JFO #2266

Hi Joanna: Representative Michael Obuchowski has the following questions with regard to JFO #2266 (Ltd service position--environmental analyst III--for leaking underground storage tank backlog):

1) Why is it necessary to replace a temporary position with a limited service position?

There are several reasons why it is necessary for us to replace a temporary position with a limited service position for our leaking underground storage tank (LUST) backlog. The first being that there is now specific grant targets and conditions set forth in the grant agreement regarding the commitment to close a certain number of backlog sites each year. Although EPA has provided additional funding to assist in meeting these targets, the process itself takes a tremendous amount of staff time. As mentioned in our original request Vermont currently has over 700 backlogged sites requiring attention. Prior to the mandate we have tried to work the caseload with a temporary position, however, with the recent agreement changes and the number of staff hours involved to meet the targets a temporary position will not be able to cover the demand. We are only allowed 1,520 hours per calendar year for a temporary position. The current backlog and the training period alone to get a candidate fully trained and functioning in this capacity can exhaust a large portion of those limited hours.

We strongly feel this limited service position is necessary to achieve

these grant commitments. Our intent, if granted, is to have this position work on the LUST backlog so long as there are these additional funds to support the work. Failure to meet these commitments could jeopardize future funding under this grant.

2) How much is this position being paid?

The position is currently marked as an Environmental Analyst III - paygrade 22

step 1 = \$18.01/hr. for 6 months = \$18,730

step 2 = \$18.87/hr. for 6 months = \$19,625

Total yearly salary of \$38,355.00

Fringe rate of 30% = \$11,507.00

Total yearly salary & fringe = \$49,862.00

Please cc me on your response to Representative Obuchowski. Thank you.

--Becky

CC: "Steve Klein" <SKLEIN.LCPO1.VTLC@leg.state.vt.us>, "Rebecca Buck" <rbuck@leg.state.vt.us>

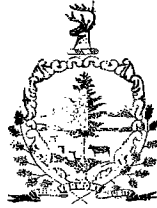
From: Rebecca Buck
To: Joanna.Raycraft@state.vt.us
Subject: Rep. Michael Obuchowski questions regarding JFO #2266

Hi Joanna: Representative Michael Obuchowski has the following questions with regard to JFO #2266 (Ltd service position--environmental analyst III--for leaking underground storage tank backlog):

- 1) Why is it necessary to replace a temporary position with a limited service position?
- 2) How much is this position being paid?

Please cc me on your response to Representative Obuchowski. Thank you. --Becky

CC: Klein, Steve; Obuchowski, Michael



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**STATE OF VERMONT
JOINT FISCAL COMMITTEE**
1 Baldwin Street
Montpelier, Vermont 05633-5701

MEMORANDUM

To: Joint Fiscal Committee Members

From: Rebecca Buck, Staff Associate *RB*

Date: August 9, 2006

Subject: Position Requests

Enclosed please find two (2) requests which the Joint Fiscal Office recently received from the Administration:

JFO #2265 – Request from the Department of Motor Vehicles to establish four (4) new limited service positions: three (3) Commercial Vehicle Enforcement Inspectors and one (1) Commercial Vehicle Enforcement Team Leader. These sponsored positions are 100% federally funded and associated with a continuing Federal Motor Carrier Safety Administration Border Enforcement Grant Program directed at inspection and enforcement of international commercial motor vehicle cross border traffic.
[JFO received 08/04/06]

JFO #2266 – Request from the Department of Environmental Conservation to establish one (1) new limited service position: Environmental Analyst III. This sponsored position is 90% federally funded and associated with a continuing U.S. Environmental Protection Agency grant aimed at clean up of older, backlogged leaking underground storage tank sites.
[JFO received 08/08/06]

The Joint Fiscal Office has reviewed these submissions and determined that all appropriate forms bearing the necessary approvals are in order.

In accordance with the procedures for processing such requests, we ask you to review the enclosed and notify the Joint Fiscal Office (Rebecca Buck at 802/828-5969; rbuck@leg.state.vt.us or Stephen Klein at 802/828-5769; sklein@leg.state.vt.us) if you would like any item(s) held for Committee review. Unless we hear from you to the contrary by August 23 we will assume that you agree to consider as final the Governor's acceptance of these requests.

cc: Michael Smith, Secretary
James Reardon, Commissioner
Linda Morse, Administrative Assistant
Neale Lunderville, Secretary
Bonnie Rutledge, Commissioner
Canute Dalmasse, Acting Secretary
Jeffrey Wennberg, Commissioner
Molly Paulger, Classification Manager
Jenny Audet, Classification Program Technician

STATE OF VERMONT
POSITION ACCEPTANCE FORM

JFO #
2265

GRANT SUMMARY: To ensure that commercial vehicles entering the US are in compliance with safety and financial standards and regulations. To ensure that drivers of these vehicles are qualified and properly licensed.

DATE: 7/26/06

DEPARTMENT: DMV

GRANT AMOUNT: \$1,172,261.00

GRANT PERIOD: 05/01/06 – 05/01/07

GRANT/DONOR: CFDA #20-233 2006 Border Enforcement Grant Program / Federal Motor Carrier Safety Administration

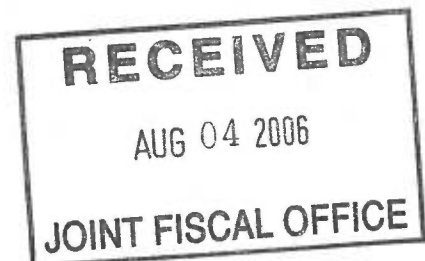
POSITIONS REQUESTED (LIMITED SERVICE): 4 Positions;
3 CVE Enforcement Inspectors and 1 CVE Team Leader

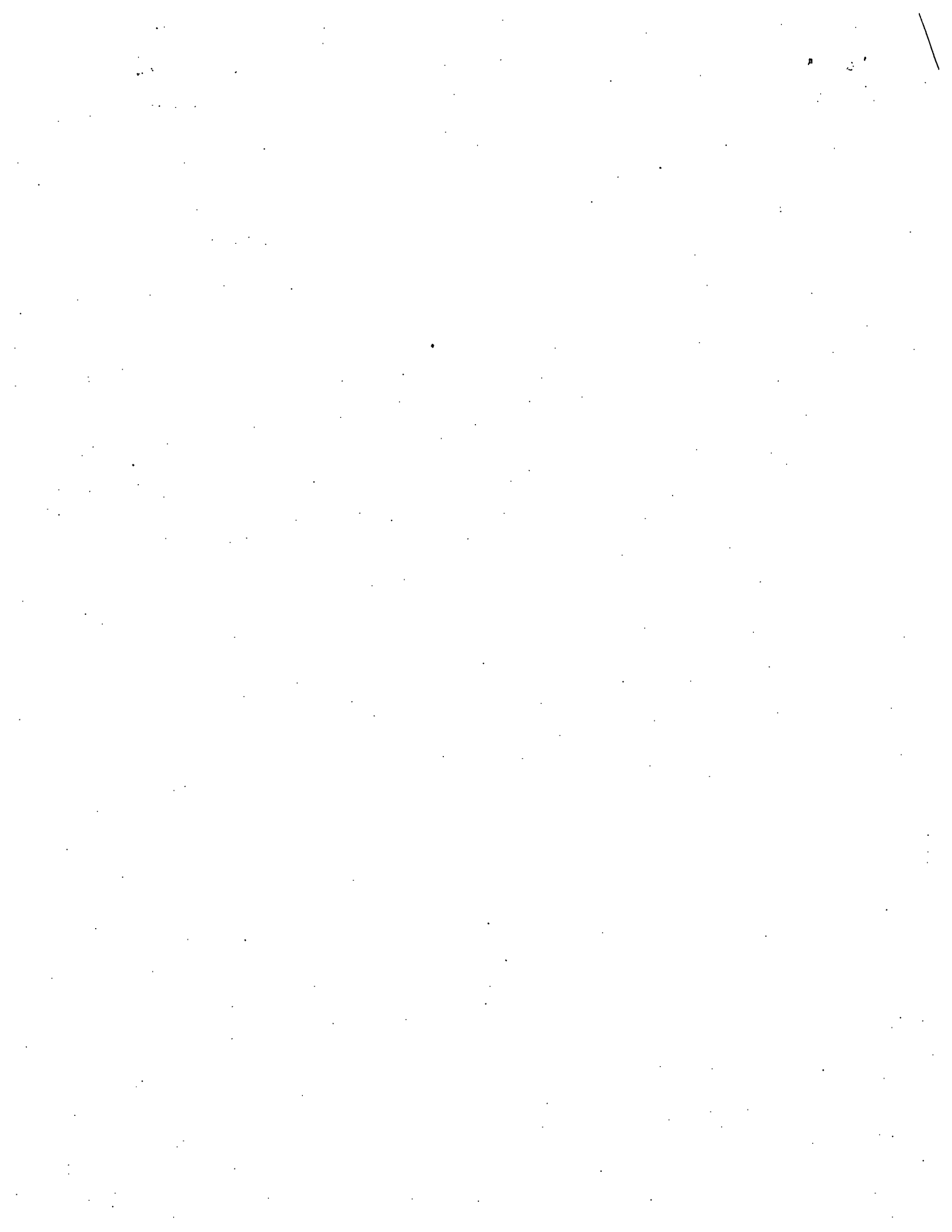
LONG-TERM COSTS TO STATE: No new costs.

COMMENTS:

DEPT. OF FINANCE & MANAGEMENT: (INITIAL)
SECRETARY OF ADMINISTRATION: (INITIAL)
SENT TO JOINT FISCAL OFFICE: (DATE)

MS
7-27-06
7/31/06





**STATE OF VERMONT
Joint Fiscal Committee Review
Limited Service - Grant Funded
Position Request Form**



This form is to be used by agencies and departments when additional grant funded positions are being requested. Review and approval by the Department of Human Resources must be obtained prior to review by the Department of Finance and Management. The Department of Finance will forward requests to the Joint Fiscal Office for JFC review. A Request for Classification Review Form (RFR) and an updated organizational chart showing to whom the new position(s) would report must be attached to this form. Please attach additional pages as necessary to provide enough detail.

Agency/Department: DMV Enforcement & Safety Division Date: June 20, 2006

Name and Phone (of the person completing this request): Director Glendon Button / Capt. William Elovirta

Request is for:

- Positions funded and attached to a new grant.
 Positions funded and attached to an existing grant approved by JFO # (waiver)

1. Name of Granting Agency, Title of Grant, Grant Funding Detail (**attach grant documents**):

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
 BORDER ENFORCEMENT GRANTS CFDA 20.233

2. List below titles, number of positions in each title, program area, and limited service end date (information should be based on grant award and should match information provided on the RFR) position(s) will be established only after JFC final approval:

<u>Title* of Position(s) Requested</u>	<u># of Positions</u>	<u>Division/Program</u>	<u>Grant Funding Period/Anticipated End Date</u>
CVE Enforcement Inspector (63110)	3	Enforcement & Safety	May 2006 – May 1, 2007 with funding
CVE Team Leader ((635100)	1	Enforcement & Safety	through Federal FY 2009 (9/30/10)

*Final determination of title and pay grade to be made by the Department of Human Resources Classification Division upon submission and review of Request for Classification Review.

3. Justification for this request as an essential grant program need:

See attached.

I certify that this information is correct and that necessary funding, space and equipment for the above position(s) are available (required by 32 VSA Sec. 5(b)).

Bonnie L. Rutledge _____ Date 7/5/06
 Signature of Agency or Department Head

Molly Paulsen _____ Date 7/6/06
 Approved/Denied by Department of Human Resources

[Signature] _____ Date 7/26/06
 Approved/Denied by Finance and Management

[Signature] _____ Date 7-27-06
 Approved/Denied by Secretary of Administration

RECEIVED
JUL - 5 2006
STATE OF VERMONT
DEPARTMENT OF HUMAN RESOURCES

2006

2006

2006

2006

VERMONT DEPARTMENT OF MOTOR VEHICLES MCSAP PROGRAM

The Vermont Department of Motor Vehicles - Commercial Vehicle Enforcement (CVE) Unit receives annual funding from the Federal Motor Carrier Safety Administration – Motor Carrier Assistance Program (MCSAP).

In 1989 DMV was designated as the lead agency for the state for receipt of MCSAP funds. DMV's CVE Unit utilizes the bulk of the funding with some pass-through funds allocated to the Vermont State Police for commercial vehicle enforcement. The funding pays personnel services, operating expenses, training and equipment to inspect commercial motor vehicles (CMV's).

During the 1999-2000 legislative session the issue of CMV's was a priority for the legislature. Enacted from that session were several statutes, to include: that a MCSAP certified officer respond to serious commercial motor vehicle crashes, a system of state highways, entitled the "truck network" be established for specific length commercial vehicles to travel, a revision of the requirements to obtain a permit to operate over-dimension commercial vehicles, and an increase in the number of DMV CVE inspectors to enforce state and federal CMV regulations.

Vermont currently receives annual MCSAP basic funds that are funded by Congress under acts like ISTEA, TEA 21 and SAFETEA-LU. Each state and territory receives funds based on a formula and the funds are used to address specific objectives outlined under a state's annual Commercial Vehicle Safety Plan (CVSP). Additionally, states receive MCSAP funds for special high priority projects such as Commercial Driver License verifications, CMV seatbelt enforcement, and since 9/11, international cross border enforcement activities.

Vermont has received annual border funding since federal fiscal year 2002. Border enforcement funds are the primary source of funding for the Vermont State Police - Commercial Vehicle Enforcement Team (CVET). CVET has three full-time troopers assigned to the unit, and at any given time, between 9 and 20 troopers who inspect CMV's on a part time basis, in addition to their normal barracks assignments. The bulk of CVET funds are used for personnel services to pay the salaries of the three full-time CVET members and overtime for the part time troopers.

The DMV's CVE Unit has twenty-one (21) MCSAP trained inspectors whose primary mission is the protection of the highway infrastructure and highway safety. Basic MCSAP grant funds are used to meet the objectives set forth in the CVSP. Northern Border grant funds are being used to increase inspection activity of international CMV cross border traffic coming to and from the Canadian provinces. Up to this point, DMV has used overtime to conduct peak and off-peak hours enforcement in conjunctions with federal Customs and Border Protection personnel.

Vermont has 14 international crossings: (Alburgh, Alburgh Springs, Highgate Springs, Morse's Line, Franklin, East Richford, Pinnacle (Richford), Richford, North Troy, Beebe, Derby, Derby Line, Canaan and Beecher Falls. In addition, on Vermont's neighboring state borders there are the Champlain, NY and West Stewartstown, and Pittsburg, NH crossings. The majority of CMV traffic crosses at Highgate Springs, Derby Line and Champlain, NY (I-87 to US-2/VT 78 to I-89) for CMV border traffic. However, localized traffic and bypass traffic often cross at Alburgh, Franklin, Richford, Norton and Beecher Falls. DMV works with Custom and Border Protection checking CMV's heading in and out of the United States on a regular basis.

While DMV has documented a substantial increase in the number of CMV's inspected over the last three years, DMV management realizes these activities are overextending existing human resources. DMV has looked to our neighboring northern border states to see how they have addressed the concern of inspecting cross border traffic and have learned the states of New York and New Hampshire have created border enforcement teams to conduct the additional CMV inspections. New York, prior to 9/11, had 8 full time MCSAP troopers assigned to three troop commands that covered the northern border from Buffalo to Champlain for a total of 24 officers.

After 9/11 they assigned 15 additional MCSAP troopers for distribution across the three districts. New York has a daily presence at or near the Buffalo Peace Bridge, Alexandria Bay, Ogdensburg, Massena and Champlain crossings. In the case of New Hampshire, in 2002 they started a border team with five full time MCSAP DMV Highway Patrol personnel. New Hampshire has since increased to 7 personnel to address cross border traffic, even though they only have one large border crossing at Pittsburg. With the increased enforcement presence on the borders of New York and New Hampshire, Vermont has become more of a focal point or path of least resistance for international cross border traffic to include commercial vehicles.

Due to the effectiveness and impact of New York and New Hampshire's operations, DMV is proposing to add four fully equipped CVE inspectors, whose primary mission would be the directed enforcement and inspections of international CMV cross border traffic during peak and off peak hours. These positions would be paid for by 100% federal funds that have already been allocated by FMCSA, and would be a more cost effective way of providing this type of enforcement, as compared to expending overtime dollars.

The daily activities of the Commercial Vehicle Enforcement Inspectors would be overseen by the Commercial Vehicle Team Leader (Sergeant). The Team Leader would report to the Northern Sector Commercial Vehicle Enforcement Supervisor (Lieutenant). The Northern Sector supervisor is Lt. John Bliss Position #861513. See attached flow chart.

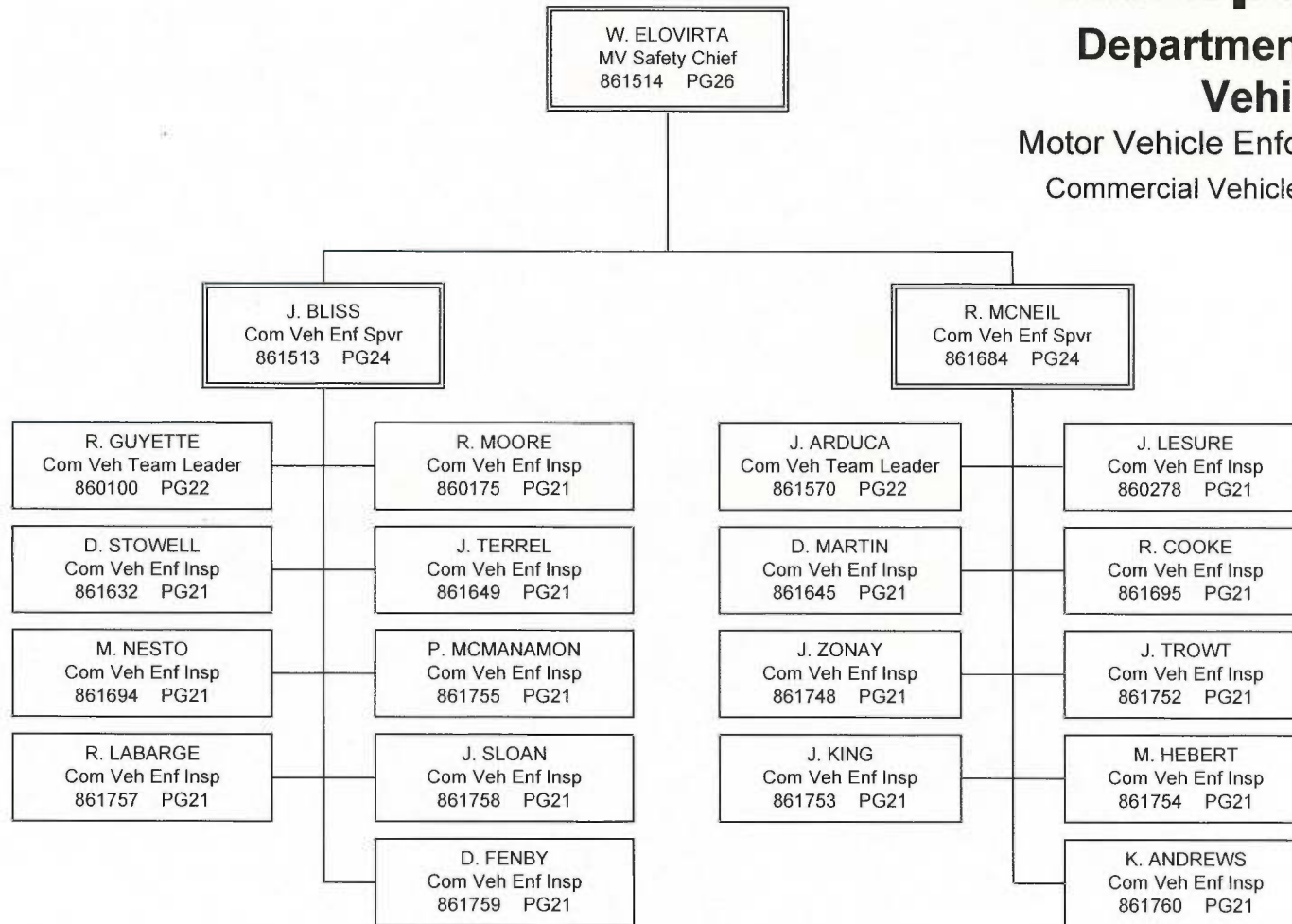
While these positions are limited full time, DMV is anticipating attrition through retirements that will allow the CVE Unit to take advantage of these trained limited full time personnel and backfill open full time position with fully certified inspectors without delay to Vermont's basic program MCSAP efforts.



Agency of Transportation

Department of Motor Vehicles

Motor Vehicle Enforcement & Safety
Commercial Vehicle Enforcement Unit



COMMERCIAL VEHICLE TEAM LEADER

Job Code: 635100

Pay Plan: CLS Salary Administration Plan

Pay Grade: 22

Occupational Category: Protective Services

Effective Date: 02/19/2006

Class Definition:

Field investigative and coordinating work involving the enforcement of federal motor carrier rules and regulations and motor vehicle laws and regulations for the Department of Motor Vehicles. Duties involve enforcement activities related to motor vehicle weight and size, oversize permits, school bus laws, motorcycle training programs, and vehicle equipment and condition. Supervision is exercised over a field staff of enforcement employees. The class role focuses upon heavy trucks traveling on Vermont highways. Duties are performed within an assigned geographic district and include the authority to issue warnings and citations for violations. Positions report to a Commercial Vehicle Enforcement Supervisor.

Examples of Work:

Acts as team leader in coordinating team efforts of a staff of Commercial Vehicle Enforcement Inspectors. Performs oversight of and input on monthly schedule of officers. Coordinates the operation of fixed site inspection details throughout the state. Provides input and assistance in periodic performance evaluation. Conducts compliance reviews of the operations of Vermont-based motor carriers. Performs field inspections and investigations of commercial vehicles, drivers, and carriers for compliance with federal and state commercial vehicle laws and regulations. Inspects and investigates transportation of hazardous materials. Operates stationary semi-portable, and portable scales to ensure compliance with statutory weight limits. Conducts surveillance and inspection of vehicles for violations of size and weight limits and compliance with conditions of permits issued for operation of over dimension and overweight vehicles. Performs field inspections and investigations for compliance with

International Fuel Tax Agreement and International Registration Plan. May perform forced collection of registration fees. Issues warnings and citations for motor vehicle violations, both general and commercial. Assists in the preparation of cases through the Vermont Traffic Bureau and testifies in both venues. Answers inquires from the public. Prepares reports as required. Conducts informational and instructional meetings regarding commercial vehicle rules, regulations, and statutes with industry representatives, carriers, and other law enforcement personnel. Assists state and local police. Analyzes and interprets new commercial vehicle regulations. Performs related work as required.

Environmental Factors:

Duties are performed in the field, both in and out of a motor vehicle during an assigned shift of duty under all types of climatic conditions. Incumbents must be able to carry and place portable scales weighing 35 lbs. or more under trucks as well as load and unload, with a winch, semi-portable scales weighing up to 1,300 pounds from trailers. Duties may require early morning, evening, night, weekend, or other irregular or overtime duty hours. Exposure to danger may occur during pursuit and apprehension of violators, handling hazardous materials, and working around large trucks and pieces of equipment. Attendance at meetings, court hearings, and seminars may be required. A valid driver's license is required. Incumbents must wear a uniform, firearms, and drive fully equipped police type vehicles.

Minimum Qualifications:

Knowledge, Skills and Abilities

Working knowledge of Vermont motor vehicle laws, rules and regulations.

Working knowledge of the rules of evidence and court practices and procedures.

Ability to explain motor vehicle laws, regulations, and procedures to the public.

Ability to conduct investigations with tact and discretion.

Ability to operate a motor vehicle skillfully and competently.

Ability to prepare clear and concise reports.

Ability to work independently.

Ability to establish and maintain effective working relationships.

Ability to meet Vermont full-time law enforcement officer certification requirements.

Education and Experience

Education: High school diploma or equivalent.

Experience: Four years of work experience involving law enforcement, hazardous materials, Motor Vehicle commercial tax or licensing, paralegal, or Motor Vehicle registration and examination experience.

Note: College coursework may be substituted for up to three years of the required experience on a semester for six months basis.

Special Note: Must be a Vermont certified full-time law enforcement officer at time of hire.

Physical and Mental Requirements: Mental and physical condition appropriate to successfully perform, with or without reasonable accommodation, the essential job functions.

Special Requirements

In accordance with Title 23, Section 102(d), an applicant must agree to and pass a background investigation to be eligible for this position. The background investigation may include criminal and traffic records checks. Hiring managers will notify applicants who are in the final stage of the interview process of the background check requirement, to which an applicant must agree to be deemed eligible for this position. Applicant will have the right to withdraw their applications before a background investigation is conducted.

COMMERCIAL VEHICLE ENFORCEMENT INSPECTOR

Job Code: 631100

Pay Plan: CLS Salary Administration Plan

Pay Grade: 21

Occupational Category: Protective Services

Effective Date: 02/19/2006

Class Definition:

Field inspection and investigatory work for the Department of Motor Vehicles, involving enforcement of federal and state vehicle laws and regulations, hazardous materials, vehicle permit programs, and general motor vehicle laws. The class role focuses upon heavy trucks traveling on Vermont highways. Duties are performed within an assigned geographic district and include the authority to issue warnings and citations for violations. Positions report to a Commercial Vehicle Enforcement Team Leader.

Examples of Work:

Performs field inspections and investigations of commercial vehicles, drivers, and carriers for compliance with federal and state commercial vehicle laws and regulations. These inspections and investigations include the transportation of hazardous materials. Operates stationary semi-portable, and portable scales to detect trucks, which are operating in excess of statutory weight limits. Conducts surveillance and inspection of vehicles for violations of size and weight limits and compliance with conditions of permits issued for operation of over dimension and overweight vehicles. Conducts compliance reviews of the operations of Vermont-based motor carriers. Tests exhaust emissions of heavy vehicles for the presence and concentration of particulate matter and carcinogens. Conduct fixed site inspection details throughout the state. Performs field inspections and investigations for compliance with International Fuel Tax Agreement and International Registration Plan. Makes forced collection of registration fees when warranted. Issues warnings and citations for motor vehicle violations, both general and commercial. Assists in the preparation of cases through the Vermont Traffic Bureau and testifies in both venues. Answers inquires from the public. Prepares reports as required. Conducts informational and instructional meetings regarding commercial vehicle rules, regulations, and statutes with industry representatives, carriers, and other law enforcement personnel. Assists state and local police. Analyzes and interprets new commercial vehicle regulations. Performs related work as required.

Environmental Factors:

Duties are performed in the field, both in and out of a motor vehicle during an assigned shift of duty under all types of climatic conditions. Incumbents must be able to carry and place portable scales weighing 35 lbs. or more under trucks as well as load and unload, with a winch, semi-portable scales weighing up to 1,300 pounds from trailers. Duties may require early morning, evening, night, weekend, or other irregular or overtime duty hours. Exposure to danger may occur during pursuit and apprehension of violators, handling hazardous materials, and working around large trucks and pieces of equipment. Attendance at meetings, court hearings, and seminars may be required. A valid driver's license is required. Incumbents must wear a uniform, firearms, and drive fully equipped police type vehicles.

Minimum Qualifications:Knowledge, Skills and Abilities

Working knowledge of Vermont motor vehicle laws, rules and regulations.

Working knowledge of the rules of evidence and court practices and procedures.

Ability to explain motor vehicle laws, regulations, and procedures to the public.

Ability to conduct investigations with tact and discretion.

Ability to operate a motor vehicle skillfully and competently.

Ability to prepare clear and concise reports.

Ability to work independently.

Ability to establish and maintain effective working relationships.

Ability to meet Vermont full-time law enforcement officer certification requirements.

Education and Experience

Education: High school diploma or equivalent.

Experience: Four years of work experience involving law enforcement, hazardous materials, Motor Vehicle commercial tax or licensing, paralegal, or Motor Vehicle registration and examination experience.

Note: College coursework may be substituted for up to three years of the required experience on a semester for six months basis.

Special Note: An employee must be a Vermont certified full-time law enforcement officer within six months of hire.

Physical and Mental Requirements: Mental and physical condition appropriate to successfully perform, with or without reasonable accommodation, the essential job functions.

Special Requirements

In accordance with Title 23, Section 102(d), an applicant must agree to and pass a background investigation to be eligible for this position. The background investigation may include criminal and traffic records checks. Hiring managers will notify applicants who are in the final stage of the interview process of the background check requirement, to which an applicant must



U.S. Department
of Transportation
Federal Motor Carrier
Safety Administration

PROJECT # BE-06-50-1
DUNS # 06-676-0240

GRANT AGREEMENT

Between: The Federal Motor Carrier Safety Administration
And
Vermont Department of Motor Vehicles
(GRANTEE)

In accordance with the Commercial Motor Vehicle Safety Act, 49 U.S.C. Chapter 311, as amended, the Administrator, Federal Motor Carrier Safety Administration (FMCSA) hereby approves the application of the grantee for Federal grant funding assistance for the implementation of a Border Enforcement Grant ("program") as described in the grantee's application plan.

The amount of the grant is \$1,172,261. There shall be no required grantee share. The funds provided by this grant are available for expenditure by the grantee from the effective date of this agreement through May 1, 2007, unless the agreement is terminated before this date as set forth below.

The grantee hereby agrees to: (1) carry out the provisions of the program as described in the application in a manner acceptable to the FMCSA, (2) submit to the FMCSA quarterly reports covering the progress of the work and describing the results and the impact of the work on the goals and objectives of the program as described in the application plan, (3) maintain accurate and auditable records to support allowable costs incurred in accordance with OMB Circular A-87, "Cost Principles for State, Local, and Indian Tribal Governments," (4) submit the final claim within 90 days after the project is completed, and (5) comply with the provisions set forth on the attached "Assurances - MCSAP/BEG Grant Programs."

This agreement is subject to termination by the withdrawal of approval of the grantee's application plan in accordance with 49 C.F.R. Section 18.44.

This agreement is effective May 1, 2006 and expires on May 1, 2007

Grantee

Bonnie L Rutledge
Authorized Representative

Print Name: Bonnie L. Rutledge

Title: Commissioner Date: 6/6/06

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

[Signature]
Authorized Representative

Title: Division Administrator Date: 6/19/06

Collection of this information is authorized under the provisions of P.L. 109-59; 49 U.S.C. Chapter 311, as amended. Public reporting for this collection of information is estimated to be 30 minutes per response, including the time for reviewing instructions and completing and reviewing the collection of information. All responses to this collection of information are mandatory, and will be provided confidentially to the extent allowed by law. Notwithstanding any other provision of law, no person is required to respond to nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The valid OMB Control Number for this information collection is 2126-0010. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-MBI, U.S. Department of Transportation, Washington, D.C. 20590.

Vermont Department of Motor Vehicles

2006 Border Enforcement Grant Application

Scope of Project:

To conduct commercial motor vehicle safety inspections and commercial driver license checks in the State of Vermont (a northern border state) with a focus on international traffic.

Purpose:

Vermont continues to see increases in the volume of international commercial vehicle traffic through its five commercial Ports of Entry along the Canadian border. Overseas shipments, which arrive at the Ports of Montreal and Halifax, are transported by truck to various destinations within the U.S.; these shipments make up a large percentage of the commercial vehicle traffic passing through the State of Vermont. While there is no evidentiary data to support them, complaints to Vermont law enforcement officials from the motoring public about the erratic or unsafe operation of commercial vehicles on the Interstate highway system are very often focused on Canadian motor carriers. Additionally, intelligence continues to indicate that Vermont is a likely corridor for smuggling operations and for potential terrorist elements traveling between key metropolitan areas such as Montreal, and Boston and New York.

Vermont's basic MCSAP grant is utilized by the Vermont Department of Motor Vehicles (DMV), state lead agency, to meet the program objectives set forth in the state's annual CVSP. DMV's core hours of operation coincide with the national trend for CMV vehicle volume and activity. Normal enforcement hours occur Monday through Friday between the hours of 05:00-19:00. DMV does schedule enforcement details during off peak hours and weekends. DMV recognizes the operational efforts its state participating partner, the Vermont State Police, provide to state CMV efforts. DMV has funded the efforts of the VSP in recent years through the Northern Border Truck Inspection Program. Utilizing the additional resources of the VSP helps Vermont with a presence of additional cross trained commercial vehicle enforcement troopers who can engage in CMV traffic enforcement on cross-border corridors during their normal patrol hours. Additionally, through a protocol, which was mandated by the Vermont legislature in 2000, VT DMV and VSP share responsibility for responding to commercial vehicle crashes within the state. This shared responsibility allows for more post-crash inspections to be conducted than either agency could accomplish on their own. These post-crash inspections of commercial vehicles and their drivers are valuable tools in determining the cause of CMV crashes, which leads to successful prosecution of law violators and contributes to the goal of reducing the number and severity of CMV crashes.

Historically, Canadian carrier cross border traffic averages 37-48% of all ASPEN inspections completed by officers in a given year. Currently in FFY06, Canadian carrier cross border traffic represents 62% of all inspections completed. DMV has twenty-one sworn inspectors who split their time between MCSAP and state enforcement activities. Inspectors receive NAS Parts A&B, Basic HazMat, Bulk Packaging and Cargo Tank training as part of the required certifications. Additionally, almost half of the inspectors have taken the Motor Coach inspection course. DMV schedules details with US Customs & Border Protection personnel at the Ports of Entry by utilizing basic MCSAP and Northern Border Truck Inspection funds. Primary enforcement occurs at the two busiest Vermont commercial ports of Highgate Springs and Derby Line, which combined, handle nearly 85% of Vermont's inbound cross-border CMV traffic. This close working relationship with the ports has resulted in USCBP personnel and state CVE inspectors serving as "extra eyes and ears" for each other and has proven to be beneficial for both the state CVE inspectors and the federal port personnel. Continued funding through the Border Enforcement Program will help ensure continuation of this strong presence at the federal Ports of Entry, which may have a deterrent effect on commercial drivers contemplating entry to the U.S with ill intentions or while operating in violation of FMCSA regulatory requirements. Port personnel have also gained a familiarity with the regulations state CVE inspectors enforce and have been instrumental in contacting CVE inspectors when they believe they have detected a violation.

DMV has used the Northern Border Truck Inspection grant program to improve communications and improve access to carrier and driver information and to fund personnel time for cross border inspections. Vermont continues to see an increase in cross border traffic as Vermont and Quebec develop greater partnerships for materials and goods. Quebec has announced a major highway project that is projected to divert CMV traffic from the Champlain, NY crossing to the Highgate Springs crossing. In order to meet increasing CMV traffic and Border Enforcement Grant efforts it is apparent that DMV must increase the number of personnel needed to conduct cross border safety inspections. DMV is requesting funding for the creation of a Border Enforcement Team (BET) of four fully equipped sworn CVE inspectors who will be dedicated to international cross border traffic enforcement. BET inspectors would work at fixed site and mobile enforcement details within a 100-mile nexus to the border. BET inspectors would be scheduled independent from the rest of the CVE unit in order to best monitor cross border traffic. Funding would cover the cost of personnel, vehicles, equipment and training necessary to conduct BET operations. The Border Enforcement Program is necessary for DMV to address actual and increased cross border safety inspection activities for the duration of SAFTEA-LU and meet the goals of reducing the number and severity of CMV crashes, and ensuring that CMV's involved in cross-border movement in Vermont are in compliance with FMCSA regulatory requirements.

DMV has not provided any Maintenance of Expenditures (MOE) for previous Northern Border Truck Inspections nor is it in a position to do so in the current state budgeting process.

Goals:

The goals of a new Border Enforcement Team will be as follows:

1. To engage in pro-active cross border MCSAP safety inspections at fixed sites situated at international port crossings or within a 100-mile nexus of the international border.
2. To engage in pro-active cross border MCSAP traffic enforcement activities which target aggressive CMV drivers, and conduct roadside inspections of CMV's which are observed to be violating traffic laws, with emphasis on the primary north/south (cross-border) corridors;
3. Conduct southbound motor coach inspections at international port crossings.
4. To respond to crashes and other re-active incidents involving cross border commercial vehicles;

Inspection Activity goals:

1. 2,000 - Level 1
2. 3,000 - Level 2
3. 3,000 - Level 3
4. 3% HM Inspections
5. 150 Motor Coach Inspections
6. 8,000+ Operating Authority Checks
7. 8,000+ Insurance Checks
8. 1,500 Traffic Enforcement

ASSURANCES – MCSAP/BEG GRANT PROGRAMS

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost, if applicable) to ensure proper planning, management and completion of the project described in the attached grant application.
2. Will give the Federal Motor Carrier Safety Administration (FMCSA), the Secretary of Transportation, the Comptroller General of the United States, and, if appropriate the state, through any authorized representative access to and the right to examine all records, books, papers or documents related to the award, and will establish a proper accounting system in accordance with generally accepted accounting standards.
3. Will include in all negotiated contracts (except those of \$10,000 or less) awarded by recipients a provision to the effect that the recipient, FMCSA, the Comptroller General of the United States, or any of their duly authorized representatives, shall have access to any books documents, papers and records of the contractor which are directly pertinent to the program for the purpose of making audits, examinations, excerpts, and transcriptions.
 - (a) Financial records, supporting documents, statistical records, and all other records pertinent to this instrument shall be retained for a period of three years, with the following exception:
 - (1) If any litigation, claim, or audit is started before the expiration of the 3-year period, the records shall be retained until all litigation claims, or audit findings involving the records have been resolved.
 - (2) Records for nonexpendable property, if any, acquired with Federal funds shall be retained for three years after its final disposition.
 - (3) When records are transferred to or maintained by FMCSA, the 3-year retention requirement is not applicable to the recipient.
 - (b) The retention period starts from the date of the submission of the final expenditure report.
4. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organization conflict of interest, or personal gain.
5. Will initiate and complete the work within the applicable time frame after receipt of approval from the FMCSA.
6. Will comply with all Federal laws and requirements which are applicable to grant agreements, and imposed by the Federal Motor Carrier Safety Administration (FMCSA) concerning special requirements of law, program requirements, and other administrative requirements.
7. Will comply with the regulations, policies, guidelines and requirements of the Commercial Motor Vehicle Safety Act, 49 U.S.C. Chapter 311, as amended, the Federal common Rules, 49 C.F.R. Parts 18 and 19 (as applicable), OMB Circulars A-87, A-21, (as applicable).
8. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular NO. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
9. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of The Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Sections 504 and 508 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §§ 794, 794d), which prohibit discrimination on the basis of disabilities; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee 3), relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ relating to nondiscrimination in the sale, rental or financing of housing; (i) the requirements of any other nondiscrimination statute(s) which may apply to the application.
10. Will comply with all Federal statutes and Executive Orders relating to Equal Employment Opportunity.
 - (a) The applicant/recipient agrees to incorporate in all contracts having a value of over \$10,000, the provisions requiring compliance with Executive Order 11246, as amended, and implementing regulations of the United States Department of Labor at 41 CFR 60, the provisions of which, other than the standard EEO clause and applicable goals for employment of minorities and women, may be incorporated by reference.
 - (b) The applicant/recipient agrees to ensure that its contractors and subcon-

tractors, regardless of tier, awarding contracts and/or issuing purchase orders for material, supplies, or equipment over \$10,000 in value will incorporate the required EEO provisions in such contracts and purchase orders.

(c) The applicant/recipient further agrees that its own employment policies and practices will be without discrimination based on race, color, religion, sex, national origin, disability or age; and that it has an affirmative action plan (AAP) consistent with the Uniform Guidelines on Employee Selection Procedures, 29 CFR 1607, and the Affirmative Action Guidelines, 29 CFR 1608. The applicant/recipient shall provide the AAP to FMCSA for inspection or copy upon request.

11. Will comply with the specific requirements of the United States Department of Transportation standard civil rights assurances with regard to the States' highway safety programs (required by 49 C.F.R. §21.7).
12. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal Funds.
13. Will comply, as applicable, with the provisions of the Davis Bacon Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction sub-agreements.
14. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching or other activities supported by this award of assistance.
15. Agrees this grant agreement may be amended at any time by a written modification properly executed by both the FMCSA and the Grantee.
16. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
17. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
18. Accountability of equipment acquired in prior years will be transferred to the current year Grant. An updated inventory list will be provided to FMCSA.
19. If applicable, this Grant is subject to the conditions specified in the enclosed Negotiation Document.
20. **Government Rights (Unlimited):** FMCSA shall have unlimited rights for the benefit of the Government in all other work developed in the performance of this Agreement, including the right to use same on any other Government work without additional cost to FMCSA.
21. **Drug-Free Workplace:** By signing this agreement, the recipient certifies that it is in compliance with the Drug-Free Workplace Act (41 U.S.C. Sec. 701 et seq.) And implementing regulations (49 CFR Part 29), which require, in part, that grantees prohibit drug use in the workplace, notify the FMCSA of employee convictions for violations of criminal drug laws occurring in the workplace, and take appropriate personnel action against a convicted employee or require the employee to participate in a drug abuse assistance program.
22. **Limitation on Use of Federal Funds for Lobbying for Grants in Excess of \$100,000:** By signing this agreement the recipient declares that it is in compliance with 31 U.S.C. Sec. 1352, which prohibits the use of Federally appropriated funds to influence a Federal employee, officer, or Member of Congress in connection with the making or modification of any Federal grant, loan, contract, or cooperative agreement. Unless the payment of funds is otherwise reported to FMCSA, signing this agreement constitutes a declaration that no funds, including funds not Federally appropriated, were used or agreed to be used to influence this grant. Recipients of subgrants in excess of \$100,000 must make the same declarations to the grant recipient. With respect to the payment of funds not Federally appropriated by the recipient and subrecipients, the recipient must report to the FMCSA the name and address of each person paid or performing services for which payment is made, the amount paid, and the activity for which the person was paid.
23. **Modification:** This agreement may be amended at any time by a written modification properly executed by both FMCSA and the Grantee.

Bonnie L Rutledge
SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

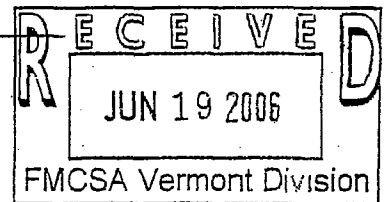
Bonnie L Rutledge
FULL NAME PRINTED

Commissioner

TITLE

6/6/06

DATE SUBMITTED





U.S. Department
Of Transportation
Federal Motor Carrier
Safety Administration

Memorandum

Subject: **ACTION:** Allocation of FY 2006
Border Enforcement Grant Funds

From: F. Daniel Hartman *[Signature]*
Associate Administrator
for Enforcement and Program Delivery

To: Ture Nelson
Vermont Division Administrator (MC-EFE-VT)

Date: **JAN 5** 2006

Reply to:
Attn of: MC-ESB

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59 SAFETEA-LU), provides for \$32,000,000 in FY 2006 to be made available to the Federal Motor Carrier Safety Administration (FMCSA) to make grants to an entity or State that shares a land border with another country for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects.

Based on the grant application submitted by Vermont Department of Motor Vehicles (herein known as the State) and received on March 15, 2006, FMCSA is pleased to approve \$1,172,261 of FY 2006 Border Enforcement Grant funding for costs associated with the implementation of the State's Border Enforcement Program plan as approved by the Federal Motor Carrier Safety Administration. The allocated amount represents the 100 percent Federal share for the project.

STATE	FEDERAL PROJECT #	AMOUNT	ACCOUNTING STRING	PROGRAM CODE
VT	BE-06-50-1	\$1,172,261	17X05760BE-2006-0902A80069	2A80

The funds will be used to increase the number of commercial vehicle safety, operating authority, financial responsibility and hazardous materials checks focusing on international traffic, increase the number of bus inspections associated with southbound cross-border traffic, increase the number of hazardous materials inspections with focus on international traffic, and increase presence at all five commercial ports of entry on the Canadian border as identified in the State's approved FY 2006 border enforcement program plan.

Grant Administration Procedures

Please complete negotiations and execute a grant agreement document (attached) in the amount not to exceed \$1,172,261 in 100 percent Federal funds allocated to your State. The grant period is in effect from May 1, 2006 through May 1, 2007. After executing the grant agreement, please provide a copy of this memorandum and the grant agreement to the Federal Highway Administration (FHWA) Division Finance Office for the recording of the obligation into Fiscal Management Information System (FMIS) on appropriations code noted above.

Please note the project number identified above is the seven-digit Federal project number, which does not contain a prefix. It is vital that the exact project number including the alpha characters be entered in FMIS as the project number in order to generate the correct Delphi purchase order number for this grant. Please ensure the FHWA Division Office correctly enters the project number in FMIS. A copy of the executed grant agreement and any negotiation documents or revised budget pages are to be forwarded to the North America Borders Division (Attn: Ade Moreau, MC-ES) within 15 days of execution.

Along with this allocation, obligation authority in the amount of \$1,172,261 is provided to the State. By copy of this memorandum, we are requesting FHWA's Office of Budget and Finance record the allocation of these funds and obligation authority in the FMIS.

If there are any questions related to this project, please contact Milt Schmidt at 518-431-4239, extension 262.

Attachment

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Objectives:

1. Increase the number of CMV safety inspections and commercial driver license/operating authority/financial responsibility checks with focus on international traffic;
2. Increase number of motor coach inspections associated with southbound cross border traffic;
3. Increase the number of hazardous materials inspections with focus on international traffic;
4. Increase presence at all five commercial ports of entry on the Canadian border;

Performance Measures: % of increase in the number of traffic offense contacts with cross border CMV traffic.

Strategy (1): Enforcement	Strategy (2): Training	Strategy (3): Equipment
<p>Activity (1.1):</p> <p>Cross Border MCSAP safety inspections Enforcement Details</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. 2-3 fixed details per week 2. # of CMVs contacted. 	<p>Activity (2.1):</p> <p>New MCSAP NAS A/B training .</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. (4) officers trained. 	<p>Activity (3.1):</p> <p>Border Enforcement equipment.</p> <p>Performance Measures:</p> <ol style="list-style-type: none"> 1. Equipment acquired.
<p>Activity(1.2):</p> <p>Cross Border MCSAP safety inspections from traffic enforcement stops.</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. Time of Day/Day of Week 2. 2-3 mobile patrols per week. 3. # CMVs contacted. 	<p>Activity (2.2):</p> <p>Hazardous Materials training</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. # of officers trained 	
<p>Activity(1.3):</p> <p>Joint Traffic Safety activities between DMV and VSP.</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. Types of activities. 2. # of activities. 3. # CMVs contacted. 	<p>Activity(2.3):</p> <p>Motor Coach Inspection Training/Recert</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. # of officers trained. 	
<p>Activity (1.4):</p> <p>Coordinated regional border activities with VT, NH, NY and PQ.</p> <p>Performance measures:</p> <ol style="list-style-type: none"> 1. Types of activities. 2. # of activities. 3. # CMV's contacted. 		

Monitoring: State MCSAP Coordinator

Will assign team leader to track/report weekly inspection activity. Verify equipment procurement and document in quarterly reports.

DMV Budget Information:

Personnel			
(4)	DMV Border Enforcement Team (BET)	@9,568 hours	\$243,996.48
	<u>DMV non-border team inspector over time</u>	<u>@2,880 hours</u>	<u>\$103,420.80</u>
		Sub-Total	\$347,417.28
Fringe			
(4)	Border Enforcement Team		\$142,030.35
	<u>DMV non-border team inspectors</u>		<u>\$ 60,201.25</u>
		Sub-Total	\$202,231.60
Equipment			
(4)	Vehicle (Crew Cab Pickups) fully equipped		\$180,000.00
	<u>Vehicle Repair & Preventative Maintenance</u>		<u>\$ 88,000.00</u>
		Sub-Total	\$268,000.00
Supplies			
	Uniforms & Accessories		\$ 10,832.00
	Publications & Printing		\$ 3,000.00
	<u>Miscellaneous PI&E Materials</u>		<u>\$ 3,000.00</u>
		Sub-Total	\$ 16,832.00
Other (Communications/Electronics);			
(4)	Satellite		\$ 25,000.00
(4)	Nextel		\$ 3,000.00
(4)	UHF Portable Radio		\$ 2,300.00
(4)	Laptop Computer (ASPEN Inspections)		\$ 17,200.00
(4)	<u>Printers</u>		<u>\$ 1,280.00</u>
		Sub-Total	\$ 48,780.00
		TOTAL	\$883,260.88

Vermont State Police 2006 Border Enforcement Grant Application

Scope of Project:

To conduct commercial motor vehicle safety inspections and commercial driver license checks in the State of Vermont (a northern border state) with a focus on international traffic.

Purpose:

Vermont continues to see increases in the volume of international commercial vehicle traffic through its five commercial Ports of Entry along the Canadian border. Overseas shipments which arrive at the Port of Montreal (Quebec) and are then transported by truck to various destinations within the U.S., make up a large percentage of the commercial vehicle traffic passing through the State of Vermont. While there is no evidentiary data to support them, complaints to Vermont law enforcement officials from the motoring public about the erratic or unsafe operation of commercial vehicles on the Interstate highway system are very often focused on Canadian motor carriers. Additionally, intelligence continues to suggest that Vermont is a likely corridor for smuggling operations and for potential terrorist elements travelling between key metropolitan areas such as Montreal in Canada and Boston and New York in the U.S..

Vermont's basic MCSAP grant continues to be used solely by the state lead agency (the Vermont Department of Motor Vehicles), as has been the case since FY-03, to meet the program objectives set forth in the state's CVSP. Core operational efforts normally occur Monday through Friday between the hours of 06:00-18:00. Recognizing the need to maintain expanded operational efforts through the assistance of its state participating partner (the Vermont State Police), VT DMV has funded the efforts of the VSP in recent years through the Northern Border Truck Inspection Program. Utilizing the additional resources of the VSP has allowed Vermont to have a greater presence of commercial vehicle enforcement officers engaged in CMV traffic enforcement on its cross-border corridors during the off-peak hours. In addition, through a protocol which was mandated by the Vermont legislature in 2000, VT DMV and VSP share responsibility for responding to commercial vehicle crashes within the state. This shared responsibility allows for many more post-crash inspections to be conducted than either agency could accomplish on their own. These post-crash inspections of commercial vehicles and their drivers are valuable tools in determining the cause of CMV crashes, which leads to successful prosecution of law violators and contributes to the goal of reducing the number and severity of CMV crashes.

After several years of declining levels of commercial vehicle enforcement activity, in recent years with the assistance of the Northern Border Truck Inspection Program the VSP has successfully trained and maintained a roster of state troopers that are certified to conduct North American Standard truck inspections as well as hazardous materials inspections. During FY-05 the VSP also began to train additional troopers to N.A.S. Level III status to aid in Vermont's efforts to increase the number of commercial driver license, operating authority, and financial responsibility checks. These Level III certified troopers are assigned to a specialized traffic enforcement team which primarily patrols the state's north/south (cross-border) traffic corridors. Having these additional troopers on the VSP team has also proven to be beneficial to the VSP's efforts to respond to complaints from the motoring public regarding erratic, unsafe, or aggressive operation of CMV's. Both teams (DMV and VSP) continue to spend a considerable amount of time working with US Customs & Border Protection personnel at the Ports of Entry, particularly at the two busiest Ports of Highgate Springs and Derby Line which combined handle nearly 85% of Vermont's inbound cross-border CMV traffic. This close working relationship with the ports has resulted in USCBP personnel and state CVE inspectors serving as "extra eyes and ears" for each other and has proven to be beneficial for both the state CVE inspectors and the federal port personnel. Continued funding through the Border Enforcement Program will help ensure continuation of this strong

presence at the federal Ports of Entry, which may have some degree of a deterrent effect on commercial drivers contemplating entry to the U.S with ill intentions or while operating in violation of FMCSA regulatory requirements.

From FY-02 to FY-05, using funds from the Northern Border grant program, the VSP has been able to show substantial increases in the number of CMV inspections conducted, focusing primarily on the state's main north/south (cross-border) corridors. The total number of inspections conducted annually by the VSP team increased by 89% in FY-03, 25% in FY-04, and 39% in FY-05. It is anticipated that during FY-06 the VSP will maintain its FY-05 level of inspections with an additional increase of no more than 10%. In order to continue increasing inspections at the rate seen between FY-02 and FY-05 would require an investment in additional support staff and allocation to the VSP of a portion of the state's basic MCSAP grant to cover expenses that may not be eligible for reimbursement under the Border Enforcement Grant. Continued funding through the Border Enforcement Program is necessary if the VSP is to maintain its roster of N.A.S. certified troopers, be able to replace those that are lost through normal attrition, and continue to assist the state lead agency in meeting the goals of reducing the number and severity of CMV crashes, and ensuring that CMV's involved in cross-border movement in Vermont are in compliance with FMCSA regulatory requirements.

Through another (non-FMCSA) funding source, the VSP team was able during FY-06 to issue laptop computers equipped with wireless connectivity to an additional eight members of the team. The deployment of this equipment is expected to reduce the VSP team's reliance on paper inspection reports by at least 70% and will have a positive effect on reducing Vermont's average time to upload inspections to SAFER. While the initial purchase of this equipment was done using non-FMCSA funds, BEG funding may be utilized for ongoing costs such as "airtime" or connectivity charges, paper and ink cartridges, hardware and software upgrades, etc.

It is anticipated that during FY-07 the VSP team will need to replace its current fleet of three (3) 2004 Chevrolet Tahoe vehicles. BEG funding may be utilized on a pro-rated basis to fund a portion of this expenditure.

Goals:

The goals of the VSP team continue to be as follows:

1. To engage in pro-active traffic enforcement activities which target aggressive CMV drivers, and conduct roadside inspections of CMV's which are observed to be violating traffic laws, with emphasis on the primary north/south (cross-border) corridors;
2. To conduct fixed-site CMV inspections, primarily along the north/south (cross-border) corridors and with emphasis on southbound (inbound) traffic;
3. To respond to crashes and other re-active incidents involving commercial vehicles;
4. To train additional troopers to conduct North American Standard truck inspections and hazardous materials inspections;

Objectives:

1. Increase the number of CMV safety inspections and commercial driver license/operating authority/financial responsibility checks with focus on international traffic;
2. Increase the number of hazardous materials inspections with focus on international traffic;
3. Increase presence at all five commercial ports of entry on the Canadian border;
4. Improve timeliness of inspection uploads to SAFER.

Strategy 1: Enforcement

Activity 1.1; safety inspections from traffic enforcement stops
 Activity 1.2; safety inspections at fixed-site details
 Activity 1.3; joint (inter-agency) traffic safety initiatives

Strategy 2: Training

Activity 2.1; training in North American Standard truck/driver/credentialing inspections
 Activity 2.2; training in hazardous materials inspections
 Activity 2.3; in-service training

Budget Information:

Personnel;

Fixed-site inspections	70,000	
Traffic Enforcement Inspections	70,000	
CMV Incident/Crash response	25,000	
<u>Training</u>	<u>10,000</u>	
TOTAL PERSONNEL		175,000

Fringe Benefits;

45,000

Travel (for training);

6,000

Equipment;

Vehicle replacement (pro-rated @ 25% of use)	25,000	
Vehicle Repair & Maintenance	16,000	
TOTAL EQUIPMENT		41,000

Supplies;

Uniforms & Accessories	6,000	
Publications & Printing	5,000	
Miscellaneous Materials	5,000	
TOTAL SUPPLIES		16,000

Other;

Communications		6,000
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TOTAL 289,000

FY 2005 Results


Level 1	785	
Level 2	1193	HM inspections: 122
Level 3	659	CDL/authority/insurance checks: 2679
<u>Level 4</u>	<u>42</u>	
TOTAL	2679	

FY 2006 BEG Projections

Level 1	800	
Level 2	1250	HM inspections: 200
Level 3	900	CDL/authority/insurance checks: 3000
<u>Level 4</u>	<u>50</u>	
TOTAL	3000	

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	2. DATE SUBMITTED March 15, 2006	Applicant Identifier	
			3. DATE RECEIVED BY STATE	State Application Identifier	
			4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier	
5. APPLICANT INFORMATION					
Legal Name: Vermont Department of Motor Vehicles			Organizational Unit: Department: Vermont Department of Motor Vehicles		
Organizational DUNS: 06-676-0240			Division: Enforcement & Safety		
Address: Street: Enforcement & Safety Division 120 State Street, RM 301			Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Capt. First Name: William		
City: Montpelier			Middle Name: Jacob		
County: Washington			Last Name: Elovirta		
State: Vermont		Zip Code: 05603-0001	Suffix:		
Country: United States			Email: william.elovirta@state.vt.us		
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 03-6000274			Phone Number (give area code) (802) 828-2078		Fax Number (give area code) (802) 828-2092
8. TYPE OF APPLICATION: <input type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>			7. TYPE OF APPLICANT: (See back of form for Application Types) State Other (specify)		
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): 2006 Border Enforcement Grant (BEG) Program 20-233			9. NAME OF FEDERAL AGENCY: FMCSA		
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): State			11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To conduct commercial motor vehicle safety inspections and commercial driver license checks in the State of Vermont (a northern border state) with a focus on international traffic.		
13. PROPOSED PROJECT Start Date: May 2006 Ending Date: May 2007			14. CONGRESSIONAL DISTRICTS OF: a. Applicant Vermont b. Project		
15. ESTIMATED FUNDING:			16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?		
a. Federal	\$	1,172,261	a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:		
b. Applicant	\$		b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372		
c. State	\$		<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW		
d. Local	\$		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?		
e. Other	\$		<input type="checkbox"/> Yes If "Yes" attach an explanation. <input type="checkbox"/> No		
f. Program Income	\$				
g. TOTAL	\$	1,172,261			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.					
a. Authorized Representative					
Prefix: Capt.		First Name: William		Middle Name: Jacob	
Last Name: Elovirta			Suffix:		
b. Title: Vermont Department of Motor Vehicles - Safety Chief			c. Telephone Number (give area code): (802) 828-2078		
d. Signature of Authorized Representative: 			e. Date Signed: 03/15/06		

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form used by applicants as a required face sheet for pre-applications and applications submitted for Federal assistance. It will be used by Federal agencies to obtain applicant certification that States which have established a review and comment procedure in response to Executive Order 12372 and have selected the program to be included in their process, have been given an opportunity to review the applicant's submission.

Item:	Entry:	Item:	Entry:																
1.	Select Type of Submission.	11.	Enter a brief descriptive title of the project. If more than one program is involved, you should append an explanation on a separate sheet. If appropriate (e.g., construction or real property projects), attach a map showing project location. For preapplications, use a separate sheet to provide a summary description of this project.																
2.	Date application submitted to Federal agency (or State if applicable) and applicant's control number (if applicable).	12.	List only the largest political entities affected (e.g., State, counties, cities).																
3.	State use only (if applicable).	13.	Enter the proposed start date and end date of the project.																
4.	Enter Date Received by Federal Agency Federal identifier number: If this application is a continuation or revision to an existing award, enter the present Federal Identifier number. If for a new project, leave blank.	14.	List the applicant's Congressional District and any District(s) affected by the program or project																
5.	Enter legal name of applicant, name of primary organizational unit (including division, if applicable), which will undertake the assistance activity, enter the organization's DUNS number (received from Dun and Bradstreet), enter the complete address of the applicant (including country), and name, telephone number, e-mail and fax of the person to contact on matters related to this application.	15.	Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item 15.																
6.	Enter Employer Identification Number (EIN) as assigned by the Internal Revenue Service.	16.	Applicants should contact the State Single Point of Contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process.																
7.	Select the appropriate letter in the space provided. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">A. State</td> <td style="width: 50%;">I. State Controlled Institution of Higher Learning</td> </tr> <tr> <td>B. County</td> <td>J. Private University</td> </tr> <tr> <td>C. Municipal</td> <td>K. Indian Tribe</td> </tr> <tr> <td>D. Township</td> <td>L. Individual</td> </tr> <tr> <td>E. Interstate</td> <td>M. Profit Organization</td> </tr> <tr> <td>F. Intermunicipal</td> <td>N. Other (Specify)</td> </tr> <tr> <td>G. Special District</td> <td>O. Not for Profit Organization</td> </tr> <tr> <td>H. Independent School District</td> <td></td> </tr> </table>	A. State	I. State Controlled Institution of Higher Learning	B. County	J. Private University	C. Municipal	K. Indian Tribe	D. Township	L. Individual	E. Interstate	M. Profit Organization	F. Intermunicipal	N. Other (Specify)	G. Special District	O. Not for Profit Organization	H. Independent School District		17.	This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans and taxes.
A. State	I. State Controlled Institution of Higher Learning																		
B. County	J. Private University																		
C. Municipal	K. Indian Tribe																		
D. Township	L. Individual																		
E. Interstate	M. Profit Organization																		
F. Intermunicipal	N. Other (Specify)																		
G. Special District	O. Not for Profit Organization																		
H. Independent School District																			
8.	Select the type from the following list: <ul style="list-style-type: none"> • "New" means a new assistance award. • "Continuation" means an extension for an additional funding/budget period for a project with a projected completion date. • "Revision" means any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision enter the appropriate letter: <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">A. Increase Award</td> <td style="width: 50%;">B. Decrease Award</td> </tr> <tr> <td>C. Increase Duration</td> <td>D. Decrease Duration</td> </tr> </table> 	A. Increase Award	B. Decrease Award	C. Increase Duration	D. Decrease Duration	18.	To be signed by the authorized representative of the applicant. A copy of the governing body's authorization for you to sign this application as official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)												
A. Increase Award	B. Decrease Award																		
C. Increase Duration	D. Decrease Duration																		
9.	Name of Federal agency from which assistance is being requested with this application.																		
10.	Use the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested.																		

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY						
Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Border Enforcement	20.233	\$	\$	\$ 1,172,260.88	\$	\$ 1,172,260.88
2.						
3.						
4.						
5. Totals		\$	\$	\$ 1,172,260.88	\$	\$ 1,172,260.88

SECTION B - BUDGET CATEGORIES					
6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
a. Personnel	\$	522,417.28	\$	\$	\$ 522,417.28
b. Fringe Benefits		247,231.60			247,231.60
c. Travel		6,000			6,000.00
d. Equipment		309,000			309,000.00
e. Supplies		32,832			32,832.00
f. Contractual					
g. Construction					
h. Other		54,780			54,780.00
i. Total Direct Charges (sum of 6a-6h)		1,172,260.88			1,172,260.88
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$	1,172,260.88	\$	\$	\$ 1,172,260.88
7. Program Income	\$		\$	\$	\$

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SECTION C - NON-FEDERAL RESOURCES				
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.	\$	\$	\$	\$
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)	\$	\$	\$	\$

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 1,172,261	\$ 586,130.50	\$ 195,376.83	\$ 195,376.83	\$ 195,376.83
14. Non-Federal					
15. TOTAL (sum of lines 13 and 14)	\$ 1,172,261.00	\$ 586,130.50	\$ 195,376.83	\$ 195,376.83	\$ 195,376.83

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. Border Enforcement	\$ 805,648.88	\$ 805,648.88	\$ 805,648.88	\$ 805,648.88
17.				
18.				
19.				
20. TOTAL (sum of lines 16-19)	\$ 805,648.88	\$ 805,648.88	\$ 805,648.88	\$ 805,648.88

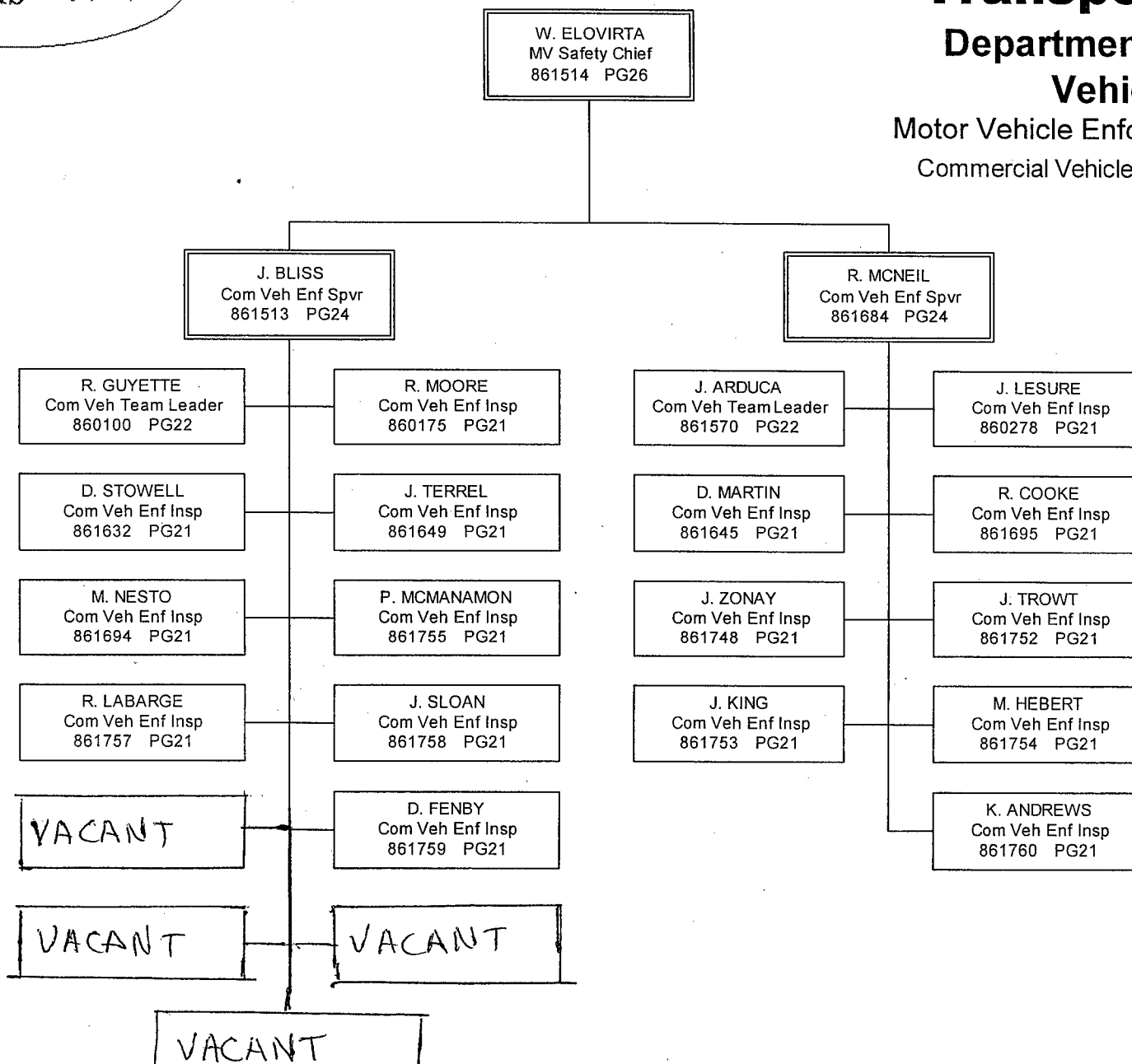
SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	22. Indirect Charges:
23. Remarks:	



Agency of Transportation

Department of Motor Vehicles

Motor Vehicle Enforcement & Safety
Commercial Vehicle Enforcement Unit



**STATE OF VERMONT
Joint Fiscal Committee Review
Limited Service - Grant Funded
Position Request Form**

20.233 BORDER ENFORCEMENT GRANTS

FEDERAL AGENCY

FEDERAL MOTOR CARRIER ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

AUTHORIZATION

Safe, Accountable, Feasible, and Efficient Equity Act, 49 U.S.C. Section 3107.

OBJECTIVES

To ensure motor carriers operating commercial vehicles entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations and registration requirements of the United States, and to ensure drivers of those vehicles are qualified and properly licensed to operate the commercial vehicle.

TYPES OF ASSISTANCE

Project Grants (Discretionary).

USES AND USE RESTRICTIONS

Assistance is provided to entities and States that share a land border country for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects.

ELIGIBILITY REQUIREMENTS

Applicant Eligibility

Entities and States that share a land border with a foreign country.

Beneficiary Eligibility

General Public.

Credentials/Documentation

Certification by the entity or State that it meets the conditions for grant approval and the State agrees that the total expenditure of amount of the State and its political subdivisions, exclusive of Federal amounts, for carrying out border commercial motor safety programs and related enforcement activities will be maintained at a level at least equal to the average level of that expenditure by the State for the last two fiscal years prior to October 1, 2005.

APPLICATION AND AWARD PROCESS

Preapplication Coordination

None. This program is excluded from coverage under E.O. 12372.

Application Procedure

File with the Federal Motor Carrier Safety Administration (FMCSA) SF-424 and SF424A forms, a certification that the State meets all eligibility requirements, and a State Border Enforcement Plan.

Award Procedure

The amount of the award to a qualifying applicant will be based on a panel review of all applications, recommendation of the panel, and funding availability. Applicants will be required to sign a grant agreement.

Deadlines

Applications must be filed with a FMCSA Division office in accordance with FMCSA guidance issued through a Federal

STATE OF VERMONT
REQUEST FOR GRANT ACCEPTANCE
 (use additional sheets as needed)

FORM AA-1
 (Rev. 9-90)

1. Agency: Transportation
2. Department: Motor Vehicle
3. Program: Commercial Vehicle Enforcement Unit
4. Legal Title of Grant: BORDER ENFORCEMENT GRANTS
5. Federal Catalog No.: 20.233
6. Grantor and Office Address:

FMCSA - Vermont Division, 87 State Street, Rm 222, PO Box 568, Montpelier, VT 05601
 FMCSA - HQ, Borders Division, MC-ESB, 400 Seventh Street SW, Washington DC 20590

7. Grant Period: From: 05/01/06 To: 05/01/07

8. Purpose of Grant: (attach additional sheets if needed)
 To ensure motor carriers operating commercial vehicles entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations and registration requirements of the United States, and to ensure drivers of those vehicles are qualified and properly licenses to operate the commercial vehicle. To accomplish this effort DMV proposes to add four inspectors who's primary mission is to conduct Motor Carrier Safety Inspections of commercial vehicles crossing the northern Vermont border with Quebec. Positions are three year limited permanent postions that afford the department an opportunity to training four new inspectors that would be able to transfer to permanent positions that came open due to planned attrition through retirement at the end of the funding cycle.

9. Impact on Existing Programs if Grant is not Accepted:
 DMV has received Border Enforcement Grants annually since 2003 that have funded personnel services and operating expenses for State Police full time and part time truck team members. The funds have also been used to fund necessary equipment purchases and personnel services for DMV's Commercial Vehicle Enforcement Unit to focus on northern border traffic. Loss of funds will prevent DMV from conducting increased international cross border inspections and shut down State Police commercial vehicle enforcement unit.

10. Budget Information:	(1st State FY) FY 2007	(2nd State FY) FY 2008	(3rd State FY) FY 2009
EXPENDITURES:			
Personal Services	\$ 769,648.88	\$	\$
Operating Expenses	\$ 402,612.00	\$	\$
Grants	\$ 0.00	\$	\$
TOTAL	\$ 1,172,260.88	\$ 0.00	\$ 0.00
REVENUES:			
<u>State Funds:</u>			
Cash	\$ 0.00	\$ 0.00	\$ 0.00
In-Kind	\$ 0.00	\$ 0.00	\$ 0.00
<u>Federal Funds:</u>			
(Direct Costs)	\$ 1,172,261.00	\$ 805,649.00	\$ 805,649.00
(Statewide Indirect)	\$ 0.00	\$ 0.00	\$ 0.00
(Department Indirect)	\$ 0.00	\$ 0.00	\$ 0.00
<u>Other Funds:</u>			
(source) Grant	\$ 0.00	\$ 0.00	\$ 0.00
TOTAL	\$ 1,172,261.00	\$ 805,649.00	\$ 805,649.00 *

* FY 2008/2009 are estimated cost with anticipated funding based on previous year funding and Congressional direction in SAFETEA-LU.

Appropriation Nos.	Amounts
	\$
	\$
	\$

INSTRUCTIONS FOR THE SF-424A

Public reporting burden for this collection of information is estimated to average 180 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0044), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

General Instructions

This form is designed so that application can be made for funds from one or more grant programs. In preparing the budget, adhere to any existing Federal grantor agency guidelines which prescribe how and whether budgeted amounts should be separately shown for different functions or activities within the program. For some programs, grantor agencies may require budgets to be separately shown by function or activity. For other programs, grantor agencies may require a breakdown by function or activity. Sections A, B, C, and D should include budget estimates for the whole project except when applying for assistance which requires Federal authorization in annual or other funding period increments. In the latter case, Sections A, B, C, and D should provide the budget for the first budget period (usually a year) and Section E should present the need for Federal assistance in the subsequent budget periods. All applications should contain a breakdown by the object class categories shown in Lines a-k of Section B.

Section A. Budget Summary Lines 1-4 Columns (a) and (b)

For applications pertaining to a *single* Federal grant program (Federal Domestic Assistance Catalog number) and *not requiring* a functional or activity breakdown, enter on Line 1 under Column (a) the Catalog program title and the Catalog number in Column (b).

For applications pertaining to a *single* program *requiring* budget amounts by multiple functions or activities, enter the name of each activity or function on each line in Column (a), and enter the Catalog number in Column (b). For applications pertaining to multiple programs where none of the programs require a breakdown by function or activity, enter the Catalog program title on each line in *Column (a)* and the respective Catalog number on each line in Column (b).

For applications pertaining to *multiple* programs where one or more programs *require* a breakdown by function or activity, prepare a separate sheet for each program requiring the breakdown. Additional sheets should be used when one form does not provide adequate space for all breakdown of data required. However, when more than one sheet is used, the first page should provide the summary totals by programs.

Lines 1-4, Columns (c) through (g)

For *new applications*, leave Column (c) and (d) blank. For each line entry in Columns (a) and (b), enter in Columns (e), (f), and (g) the appropriate amounts of funds needed to support the project for the first funding period (usually a year).

For *continuing grant program applications*, submit these forms before the end of each funding period as required by the grantor agency. Enter in Columns (c) and (d) the estimated amounts of funds which will remain unobligated at the end of the grant funding period only if the Federal grantor agency instructions provide for this. Otherwise, leave these columns blank. Enter in columns (e) and (f) the amounts of funds needed for the upcoming period. The amount(s) in Column (g) should be the sum of amounts in Columns (e) and (f).

For *supplemental grants and changes* to existing grants, do not use Columns (c) and (d). Enter in Column (e) the amount of the increase or decrease of Federal funds and enter in Column (f) the amount of the increase or decrease of non-Federal funds. In Column (g) enter the new total budgeted amount (Federal and non-Federal) which includes the total previous authorized budgeted amounts plus or minus, as appropriate, the amounts shown in Columns (e) and (f). The amount(s) in Column (g) should not equal the sum of amounts in Columns (e) and (f).

Line 5 - Show the totals for all columns used.

Section B Budget Categories

In the column headings (1) through (4), enter the titles of the same programs, functions, and activities shown on Lines 1-4, Column (a), Section A. When additional sheets are prepared for Section A, provide similar column headings on each sheet. For each program, function or activity, fill in the total requirements for funds (both Federal and non-Federal) by object class categories.

Line 6a-i - Show the totals of Lines 6a to 6h in each column.

Line 6j - Show the amount of indirect cost.

Line 6k - Enter the total of amounts on Lines 6i and 6j. For all applications for new grants and continuation grants the total amount in column (5), Line 6k, should be the same as the total amount shown in Section A, Column (g), Line 5. For supplemental grants and changes to grants, the total amount of the increase or decrease as shown in Columns (1)-(4), Line 6k should be the same as the sum of the amounts in Section A, Columns (e) and (f) on Line 5.

Line 7 - Enter the estimated amount of income, if any, expected to be generated from this project. Do not add or subtract this amount from the total project amount, Show under the program

INSTRUCTIONS FOR THE SF-424A (continued)

narrative statement the nature and source of income. The estimated amount of program income may be considered by the Federal grantor agency in determining the total amount of the grant.

Section C. Non-Federal Resources

Lines 8-11 Enter amounts of non-Federal resources that will be used on the grant. If in-kind contributions are included, provide a brief explanation on a separate sheet.

Column (a) - Enter the program titles identical to Column (a), Section A. A breakdown by function or activity is not necessary.

Column (b) - Enter the contribution to be made by the applicant.

Column (c) - Enter the amount of the State's cash and in-kind contribution if the applicant is not a State or State agency. Applicants which are a State or State agencies should leave this column blank.

Column (d) - Enter the amount of cash and in-kind contributions to be made from all other sources.

Column (e) - Enter totals of Columns (b), (c), and (d).

Line 12 - Enter the total for each of Columns (b)-(e). The amount in Column (e) should be equal to the amount on Line 5, Column (f), Section A.

Section D. Forecasted Cash Needs

Line 13 - Enter the amount of cash needed by quarter from the grantor agency during the first year.

Line 14 - Enter the amount of cash from all other sources needed by quarter during the first year.

Line 15 - Enter the totals of amounts on Lines 13 and 14.

Section E. Budget Estimates of Federal Funds Needed for Balance of the Project

Lines 16-19 - Enter in Column (a) the same grant program titles shown in Column (a), Section A. A breakdown by function or activity is not necessary. For new applications and continuation grant applications, enter in the proper columns amounts of Federal funds which will be needed to complete the program or project over the succeeding funding periods (usually in years). This section need not be completed for revisions (amendments, changes, or supplements) to funds for the current year of existing grants.

If more than four lines are needed to list the program titles, submit additional schedules as necessary.

Line 20 - Enter the total for each of the Columns (b)-(e). When additional schedules are prepared for this Section, annotate accordingly and show the overall totals on this line.

Section F. Other Budget Information

Line 21 - Use this space to explain amounts for individual direct object class cost categories that may appear to be out of the ordinary or to explain the details as required by the Federal grantor agency.

Line 22 - Enter the type of indirect rate (provisional, predetermined, final or fixed) that will be in effect during the funding period, the estimated amount of the base to which the rate is applied, and the total indirect expense.

Line 23 - Provide any other explanations or comments deemed necessary.

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

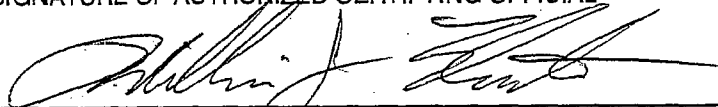
PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

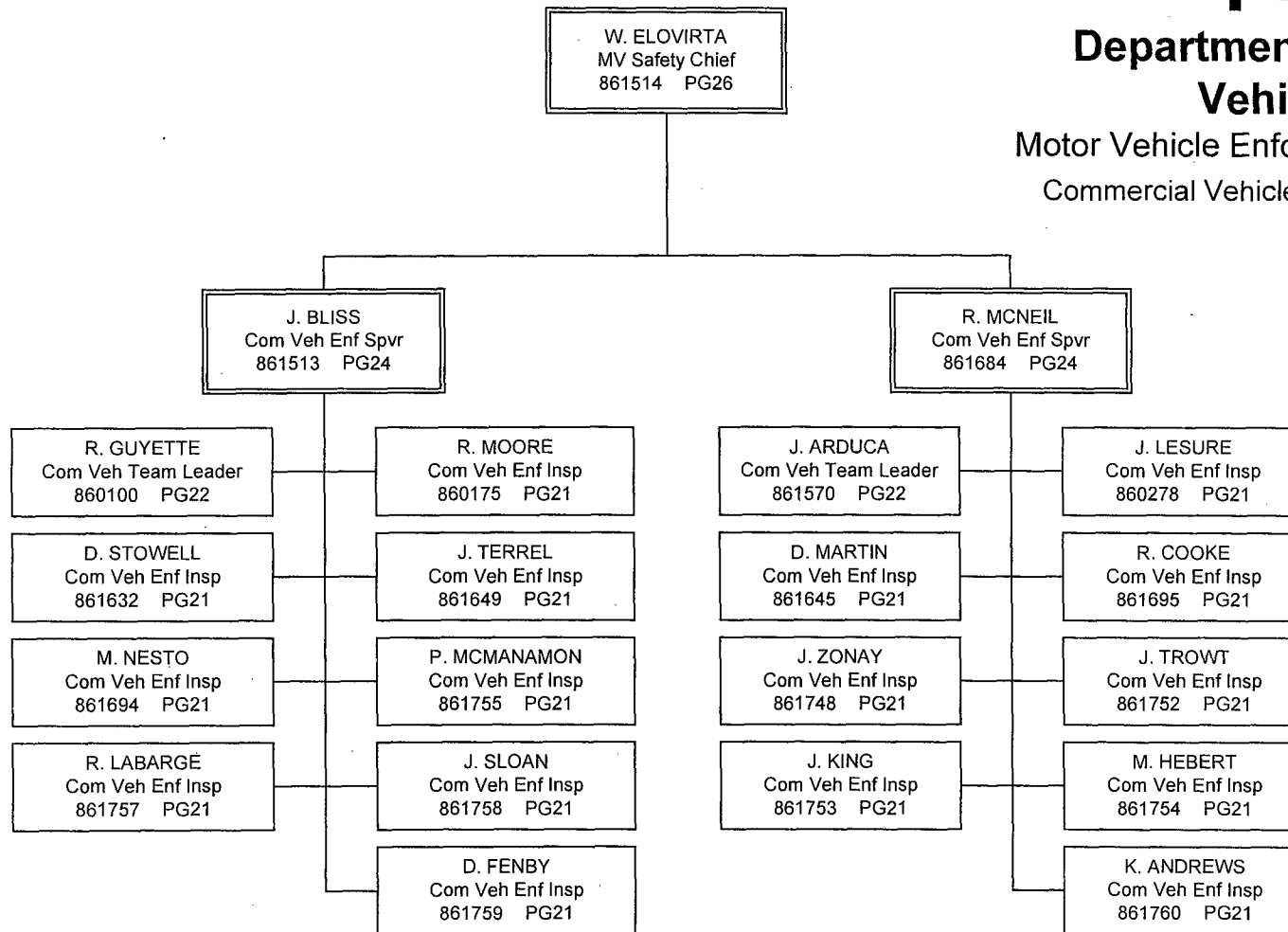
SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Captain
APPLICANT ORGANIZATION Vermont Department of Motor Vehicles	DATE SUBMITTED 03/15/06



Agency of Transportation

Department of Motor Vehicles

Motor Vehicle Enforcement & Safety
Commercial Vehicle Enforcement Unit



STATE OF VERMONT
Joint Fiscal Committee Review
Limited Service - Grant Funded
Position Request Form

Register notice.

Range of Approval/Disapproval Time

90 days.

Appeals

Applicants will be notified in writing by the Division Administrator if the application is not approved. There is no appeal process.

Renewals

Eligible applicants must submit a new grant application to receive additional funding.

ASSISTANCE CONSIDERATIONS

Formula and Matching Requirements

The Federal share of the grant is 100 percent of the expenditures approved in the State's Border Enforcement Plan provided the required maintenance of expenditure amounts are met.

Length and Time Phasing of Assistance

Funds are available for two fiscal years. Amounts not expended at the end of two years will revert to FMCSA for reallocation.

POST ASSISTANCE REQUIREMENTS

Reports

Quarterly activity reports, and a program evaluation report at the completion of the program, to be filed with the FMCSA Division office.

Audits

In accordance with the provisions of OMB Circular A-133, nonfederal entities that expend financial assistance of \$500,000 or more in any one year shall have a single or program-specific audit conducted for that year. Nonfederal entities that spend less than \$500,000 are exempt from Federal audit requirements except as noted in the OMB circular.

Records

Records of all program activities covered in the State's Border Enforcement Plan must be kept for three years after the grant is closed.

FINANCIAL INFORMATION

Account Identification

69-8158-0-7-401.

Obligations

FY 06 \$32,000,000; FY 07 est \$32,000,000; and FY 08 est \$32,000,000.

Range and Average of Financial Assistance

New program, data not yet available.

PROGRAM ACCOMPLISHMENTS

New program, data not yet available.

REGULATIONS, GUIDELINES, AND LITERATURE

49 CFR 1.48; 49 CFR 386-399; 49CFR 100-180; 49 CFR 19. Publications available through the Government Printing Office.

INFORMATION CONTACTS

Regional or Local Office

Division Office of FMCSA as listed in Appendix IV of the Catalog.

**STATE OF VERMONT
Joint Fiscal Committee Review
Limited Service - Grant Funded
Position Request Form**

Headquarters Office

General Motor Carrier Safety Administration, Borders Division, MC-ESB, 400 Seventh Street SW, Washington DC 20590.
Telephone: (202) 366-4049.

Web Site Address

<http://www.fmcsa.dot.gov>

RELATED PROGRAMS

20.217, Motor Carrier Safety; 20.218 National Motor Carrier Safety.

EXAMPLES OF FUNDED PROJECTS

New program, information not yet available.

CRITERIA FOR SELECTING PROPOSALS

The applicant must meet the requirement contained in the SAFETEA Act. Additionally the State must submit an application including a State Border Enforcement Plan consistent with the national criteria identified the FMCSA.