



ALABAMA

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

**Fiscal Years 2018 - 2020
Annual Update FY 2019**

Date of Approval: June 27, 2019

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

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

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2018 - 2020)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2018 - 2020)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

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

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

REMINDERS FOR FY 2019:

Multi-Year plans—For FY 2019, all States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

Part 1 Section 2 - Mission/Goal Statement

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The Mission of the Alabama Law Enforcement Agency (ALEA) Motor Carrier Safety Unit (MCSU) is to enhance the enjoyment of life and to ensure the safe movement of traffic, while respecting the rights and dignity of all persons.

This mission includes aggressive enforcement of all motor vehicle and criminal laws with the idea of reducing the number and severity of traffic crashes involving commercial motor vehicles by removing high risk drivers, carriers and service providers.

Reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles through proactive, aggressive, and targeted enforcement.

Proactively conduct roadside inspections, safety presentations, and Compliance Safety and Accountability (CSA) investigations to increase the likelihood that safety defects, driver deficiencies, and unsafe carrier practices will be detected and corrected.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

The Motor Carrier Safety Unit (MCSU) is currently staffed as follows: 36 troopers, 12 corporals, 5 sergeants, 2 lieutenants, 1 captain, 3 full time and 3 part time civilian and Retired Law Enforcement Officer (RLEO) office staff employees dedicated to the Motor Carrier Safety Unit.

MCSU personnel funded by the MCSAP Basic/Incentive grant are broken down as follows: 1 part time civilian and 2 RLEO office staff employees, 3 full time civilian, 20 troopers, 9 corporals, 5 sergeants, 2 lieutenants, and 1 Captain.

The MCSU has a Size & Weight Enforcement Section funded by the Alabama Department of Transportation (ALDOT) consisting of 16 troopers and 3 corporals. Each person assigned to Size & Weight Enforcement has successfully completed North American Standard Part "A" and Part "B" inspection courses. While their primary responsibility is the enforcement of size and weight laws, their routine day allows for completion of roadside inspections which contribute to the yearly inspection totals. All costs, including salaries, associated with Size and Weight Enforcement are funded by the Alabama Department of Transportation (ALDOT).

The MCSU has a New Entrant/Compliance Unit. It consists of 5 troopers, 1 corporal, 1 sergeant and 1 part time RLEO office staff employee. While their primary responsibility is conducting New Entrant Safety Audits, their routine day allows for completion of roadside inspections and these numbers contribute to the yearly totals.

The MCSU utilizes non MCSAP funded ALEA Highway Patrol Troopers (CVE) and local law enforcement officers (COPS) to further enhance the division's mission and goals. The CVE program consists of 100 ALEA funded Troopers assigned across the state and are certified to conduct level II and III inspections. The COPS program is comprised of 38 law enforcement officers from 21 agencies, outside ALEA, certified to conduct level II and III inspections.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

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

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

Lead Agency Information	
Agency Name:	ALABAMA LAW ENFORCEMENT AGENCY
Enter total number of personnel participating in MCSAP activities	192
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	192
Traffic Enforcement Activities	192
Investigations*	9
Public Education and Awareness	5
Data Collection and Reporting	5
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	21
Total # of MCSAP Participating Personnel:	49

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 - 2020 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the Activity Dashboard and/or the CVSP Toolkit on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov>. A user id and password are required to access this system.*

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

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2012 - 2016

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	06/30/2017	7	125	59
01/01/2016	12/31/2016	152	103	130
01/01/2015	12/31/2015	123	74	108
01/01/2014	12/31/2014	81	106	79
01/01/2013	12/31/2013	122	98	111

MOTORCOACH/PASSENGER CARRIER CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	04/07/2017	0	0	0
01/01/2016	12/31/2016	1	3	1
01/01/2015	12/31/2015	4	4	4
01/01/2014	12/31/2014	4	7	4
01/01/2013	12/31/2013	9	2	7

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2017	05/26/2017	0	0	0
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	3	2	3
01/01/2013	12/31/2013	3	1	3

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

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 06/30/2017. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 4/7/2017. Hazardous Materials (HM) Crash involving HM Release/Spill - FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, including crash records through 01/31/2017.

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

During the time period identified in the trend analysis, the Alabama Law Enforcement Agency (previously the Department of Public Safety) has experienced a reduction in total personnel which equated to a reduction in personnel assigned to the MCSU conducting CMV inspections and CMV enforcement actions.

Crash reduction has been a challenge due to a number of factors and trends. Personnel assigned to the Motor Carrier Safety Unit has declined during the previous 2 years, total vehicle miles traveled (VMT) has increased nationally by more than 1 billion miles (FHWA), and there has been an upward trend in fatal crashes nationally (MCMIS).

The Motor Carrier Safety Unit is only a portion of the larger organization of ALEA. Over the years, the former Department of Public Safety, now ALEA, has watched their personnel dwindle to a level of only 334 Troopers (including supervisors) statewide. With such limited personnel to staff a 24/7 Law Enforcement Agency, enforcement personnel spend the majority of their time conducting "reactive" enforcement, rather than "proactive" enforcement. With the decreasing numbers of enforcement personnel, the goal of crash reduction through enforcement has presented unique and varied challenges.

Narrative Overview for FY 2018 - 2020**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

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

The primary problem faced by the Alabama MCSU is two-fold; the increase in overall CMV crashes and a rise in CMV involved fatalities.

The baseline data used by ALEA and the MCSU is derived from the FMCSA Motor Carrier Management Information System (MCMIS) and the ADVANCE dashboard. The data indicates there were 485 fatal CMV crashes between CY 2013 - 2016, which is an average of 97 fatal crashes per year.

The measurement method to be used by the MCSU will be to gauge the level of CMV crashes through monthly and quarterly monitoring of MCMIS and ADVANCE data. This data will be compared to historical data and goals to determine progress and the success of the program.

Enter the data source and capture date:

All CMV Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 4/7/2017. Motor Coach/Passenger Carrier Crashes - Data Source: FMCSA Motor Carrier Management Information System (MCMIS) as of 4/7/2017. Hazardous Materials (HM) Crash involving HM Release/Spill - FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 05/26/2017, including crash records through 01/31/2017.

Projected Goal for FY 2018 - 2020:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for

the three year period is 12 percent, then each annual goal could be 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2018	2
2019	2
2020	2

The reduction of 2 CMV involved fatal crashes per year equates to a 5% reduction over a 3 year period (2018, 2019, 2020). The starting point for the crash reduction goal will be derived from the actual outcome of the 2017 CMV involved fatal crash results.

Program Activities for FY 2018 - 2020: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The MCSU will utilize "Strike Force" details in the counties with the highest number of CMV related fatal crashes in the state, in an effort to reduce the crashes by 5%, (6 fatal crashes) over a 3 year period. The MCSU will use approximately 6 inspectors to conduct one 40 hour "Strike Force" detail per month in the identified high fatal crash counties. The MCSU will monitor and evaluate the enforcement efforts on a monthly basis using data from FMCSA's Crash Statistics Mapping Tool and the Combined Accident Reduction Efforts (CARE) to adjust the enforcement strategies as necessary. The data from both resources will ensure enforcement strategies are adjusted as needed.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

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

The MCSU will ensure that the monthly 40 hour "Strike Force" details are implemented as scheduled. The MCSU will utilize MCMIS and CARE data to compare the strike force activity to CMV related fatal crashes to ensure the MCSU is meeting its objective. Strike force activity and fatal crash data will be monitored and the MCSU will make adjustments throughout the year as needed to meet the objective. After action "Strike Force" reports are submitted to the MCSU command staff for review. The "Strike Force" reports will be compared to crash data to ensure effectiveness. After review, necessary adjustments will be made to address any changes needed regarding enforcement activity and/or locations. Additionally, the Unit will utilize data from MCMIS and CARE to monitor and evaluate the program on a monthly basis. The results will be reported on a quarterly basis to FMCSA.

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018 - 2020.

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

Trend Analysis for 2012 - 2016

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	3024	3063	3212	3125	3162
Level 2: Walk-Around	25566	20731	18336	17188	18972
Level 3: Driver-Only	17327	14350	15184	13174	16476
Level 4: Special Inspections	0	0	0	0	2
Level 5: Vehicle-Only	224	227	261	252	295
Level 6: Radioactive Materials	0	0	0	0	0
Total	46141	38371	36993	33739	38907

Narrative Overview for FY 2018 - 2020

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

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

The MCSU is expecting a less than 1% reduction in our overall inspection statics compaired to FY 2018. Due to retirements and resignations, the MCSU had a reduction of seven certified inspectors. The Alabama Law Enforcement Agency is in the process of hiring new troopers for the Highway Patrol Division. Once these new personnel are trained and certified, only then will it be authorized to transfer personnel to the MCSU.

Currently, Inspectors will utilize designated pull off sites, two virtual Weighing In Motion (WIM) sites and one fixed weight/inspection station site to safely conduct inspections. Resources will be allocated based on real-time data from Center for Advanced Public Safety (CAPS). Inspectors are assigned territories based on crash data, citizen complaints, and high commercial vehicle traffic areas. Program consistency and effectiveness will be measured through the timely and accurate submission and review of Driver/Vehicle Examination reports. MCSU supervisors will monitor inspections submitted by enforcement personnel regularly to ensure inspections are being conducted in accordance with the CVSA Inspection Criteria.

MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. No MCSAP funded full time inspectors are assigned to the location. The facility is used when MCSAP funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT funded personnel are permanently assigned to the site but their primary duties are size and weight enforcement. All other Level 1 inspections are conducted roadside.

Crash data indicates the vast majority of CMV related crashes are caused by driver error, not mechanical related issues identified by a Level 1 inspection. A review of post crash inspections conducted in 2017 indicated less than 12% of those crashes were caused by defective equipment. Therefore, the MCSU does not plan to achieve the Level I recommended goal identified in the MCSAP Comprehensive Policy.

Currently ALEA is staffed with 63 personnel certified to conduct Level 1 inspections. In FY 2018, those personnel certified to conduct Level 1 inspections conducted a total of 26,797 inspections. Of those inspections, 3,622 were Level 1 (snapshot GOTHAM-07/10/2018). MCSU is currently exploring ways to increase the percentage of Level 1 inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level 1 certified inspectors.

Data Source: ADVANCE Dashboard (overall crash data) and Alabama Post Crash inspection data (ALEA Safety Net).

Projected Goals for FY 2018 - 2020

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2018 - 2020. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: ALABAMA LAW ENFORCEMENT AGENCY

Enter the total number of certified personnel in the Lead agency: 192

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3268	50	10	3328	11.45%
Level 2: Walk-Around	15000	500	40	15540	53.47%
Level 3: Driver-Only	10000	0	50	10050	34.58%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	66	0	75	141	0.49%
Level 6: Radioactive Materials	0	6	0	6	0.02%
Sub-Total Lead Agency	28334	556	175	29065	

MCSAP subrecipient agency

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

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

Non-Funded Agencies

Total number of agencies:	21
Enter the total number of non-funded certified officers:	38
Enter the total number of inspections projected for FY 2019:	1800

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: ALABAMA LAW ENFORCEMENT AGENCY					
# certified personnel: 192					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 21					
# certified personnel: 38					
# projected inspections: 1800					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	3268	50	10	3328	11.45%
Level 2: Walk-Around	15000	500	40	15540	53.47%
Level 3: Driver-Only	10000	0	50	10050	34.58%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	66	0	75	141	0.49%
Level 6: Radioactive Materials	0	6	0	6	0.02%
Total ALL Agencies	28334	556	175	29065	

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

Crash data indicates the majority of CMV crashes in Alabama are caused by driver actions, not mechanical related issues identified by a Level 1 inspection. In addition to crash causation factors, Alabama is limited in the number of Level 1 certified inspectors. Of the 192 certified inspectors, only 63 inspectors are certified to perform Level 1 inspections. MCSU currently has access to only 1 fixed location with facilities to conduct level one inspections. No MCSAP funded full time inspectors are assigned to the location. The facility is used when MCSAP funded personnel conduct special details. Shifts and days worked vary according to the needs of the details being worked. ALDOT funded personnel are permanently assigned to the site but their primary duties are size and weight enforcement. All other Level 1 inspections are conducted roadside. Currently the MCSU is staffed with 63 personnel certified to conduct Level 1 inspections. In FY2017, those personnel certified to conduct Level 1 inspections conducted a total of 27,000 inspections. Of those inspections, 2,538 were Level 1. MCSU is currently exploring ways to increase the percentage of Level 1 inspections conducted when faced with limited access throughout the state to fixed locations as well as a limited number of Level 1 certified inspectors. Therefore, the MCSU does not plan to achieve the Level 1 recommended goal identified in the MCSAP Comprehensive Policy.

Projected Goals for FY 2019 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	31000	0	1800	32800
Enter total number of certified personnel	209	0	45	254
Projected Goals for FY 2020 Roadside Inspections				
Enter total number of projected inspections	32000	0	1800	33800
Enter total number of certified personnel	214	0	45	259

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

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

Trend Analysis for 2012 - 2016

Investigative Types - Interstate	2012	2013	2014	2015	2016
Compliance Investigations	34	49	32	29	43
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	34	31	17	33	28
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	68	80	49	62	71
Total Security Contact Reviews	0	11	0	2	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2012	2013	2014	2015	2016
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	1	0	0	1
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
Total Investigations	0	1	0	0	1
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2018 - 2020**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2018 - 2020

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018 - 2020.

Projected Goals for FY 2018 - 2020 - Investigations						
Investigation Type	FY 2018		FY 2019		FY 2020	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	45	0	32	0	32	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	30	0	18	0	18	0
CSA On-Site Comprehensive	0	0	0	0	0	0
Total Investigations	75	0	50	0	50	0
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Carrier investigation estimates are based on current manpower figures and are subject to change as personnel are certified to conduct compliance investigations. FY 2018, the MCSU lost two full time carrier investigators. A reduction of approximately 25 carrier investigations (33%) is expected in FY 2019 compared to the FY 2018 goal. This is only until new personnel can be transferred, trained and certified to perform compliance investigations.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

The MCSU will conduct both comprehensive and focused investigations on high-risk interstate motor carriers. When the training becomes available, MCSU will be participating in off-site CSA intervention training.

Compliance Review Officers will be available to assist FMCSA on national strike force initiatives. The MCSU will utilize 1 full-time and 3 part-time Compliance Investigators to conduct 50 carrier interventions during FY 2019. All carrier interventions are assigned by the Federal Programs Manager from the Alabama Division of FMCSA. Each part-time Compliance Investigator will be expected to complete a minimum of 6 investigations/interventions. The full-time Compliance Investigators will complete the remaining 32 interventions. Intervention activity is being reported on a monthly basis to the Division Administrator of the FMCSA Alabama Division.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The MCSU will ensure CSA investigations and enforcement cases are completed and uploaded in a timely manner. Compliance Review Officers will work a 40 hour week on activities related to CSA investigations and enforcement cases. The MCSU Supervisor will conduct a preliminary review of CSA investigations prior to FMCSA's final review and upload to MCMIS. The MCSU supervisor will monitor, on a monthly basis, carrier interventions to ensure the projection set forth in FY 2019 are met.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2012 - 2016**Instructions:**

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

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	05/26/2017	2458	2655
01/01/2016	12/31/2016	3693	4034
01/01/2015	12/31/2015	3334	3586
01/01/2014	12/31/2014	3759	4023
01/01/2013	12/31/2013	3910	4227

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

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

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

FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/26/2017.

Narrative Overview for FY 2018 - 2020

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The Alabama Law Enforcement Agency is a 24/7 full service law enforcement agency utilizing marked, semi-marked and unmarked patrol vehicles for traffic enforcement. The MCSU in conjunction with the Highway Patrol Division routinely concentrates traffic enforcement efforts in known high crash locations. These locations, known as "Hot Spots" are determined by utilizing data obtained from CAPS. The Highway Patrol Division consists of 338 Troopers whose primary responsibility is traffic enforcement. Troopers conduct special details such as LIDAR, line patrols and saturation details in designated "Hot Spots". Increased focus is given during major holiday periods in an effort to reduce crashes. All MCSU inspectors are Alabama Peace Officers Standards and Training (APOST) certified and conduct CMV and non-CMV traffic enforcement on a daily basis as part of their routine duties. Troopers work various shifts to cover 24 hours per day, 7 days a week performing traffic enforcement as part of their daily routine in an effort to reduce crashes. Troopers cover all local, state and federal highways. Troopers conduct special details concentrating on traffic enforcement in construction areas and "hot spot" areas during holiday periods in order to reduce crashes.

During FY 2017, the MCSU has averaged 185 stops per special enforcement detail. The goal is to continue this average for FY 2019 (185 stops x 12 special enforcement details = 2,219 total stops).

The MCSU utilizes 143 non-funded personnel/FTE each year as force multipliers on inspections, CMV traffic enforcement, and other CMV safety activities.

Projected Goals for FY 2018 - 2020

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018 - 2020. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	3500	3600	3700
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	2040	2040	2040

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
30865	50	500	31415	28277

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

During Combined Accident Reduction Efforts (CARE) identified enforcement dates the Alabama Law Enforcement Agency utilizes all available uniformed personnel to conduct traffic enforcement in high crash corridors throughout the state. Previous years' statistics have included numbers from ALEA's Highway Patrol Division. Those numbers have been removed from this year's eCVSP. The MCSU has experienced a loss of seven certified inspectors and 2 full time compliance investigators during FY 2018. This will cause a reduction in the FY 2019 planned activities.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Exceeds Full Participation	Yes

Available data sources:

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

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

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

Narrative Overview for FY 2018 - 2020**Problem Statement Narrative and Projected Goal:**

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

Alabama is PRISM compliant - Step 8.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to implement full participation in PRISM.

Alabama is PRISM compliant - Step 8. Alabama is fully PRISM compliant.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Alabama is PRISM compliant, Step 8. Performance measures to ensure Alabama remains PRISM compliant are as follows:

Identify vehicles assigned to carriers under a Federal OOS order or operating without operating authority when operating authority is required and take the appropriate enforcement action by placing the vehicle OOS.

Identify vehicles assigned to carriers on the PRISM Target File and prioritize those carriers for inspection.

Consider as probable cause, the FMCSA OOS condition and/or OOS order against the DOT number of the motor carrier responsible for safety.

Seek and implement authority to remove the license plates from vehicles associated with motor carriers that have been suspended for operating under a Federal OOS order.

Implement procedures to determine how to correct the unassigned or incorrectly assigned safety events.

Ensure PRISM training is provided to all enforcement officers.

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Trend Analysis for 2012 - 2016

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

Public Education and Outreach Activities	2012	2013	2014	2015	2016
Carrier Safety Talks	58	70	33	58	39
CMV Safety Belt Education and Outreach	0	0	0	0	0
State Trucking Association Meetings	4	2	1	1	1
State-Sponsored Outreach Events	844	705	518	778	1076
Local Educational Safety Events	0	0	0	0	0
Teen Safety Events	0	0	0	0	0

Narrative Overview for FY 2018 - 2020

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

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

The MCSU will work closely with the various associations and the general public to meet the demand for CMV educational and awareness needs. The MCSU will conduct 45 Public Education and Awareness activities, throughout the fiscal year. The MCSU will utilize the Public Information Office (PIO) with the Alabama Law Enforcement Agency (ALEA) to assist with state-sponsored outreach and local educational safety events which encompasses CMV Safety Belt Education outreach and Teen Safety. The Alabama Law Enforcement Agency's PIO conducts safety talks to various organizations throughout the State of Alabama when requested. ALEA provides these educational outreach programs as service to the various organizations in effort to educate the public on safety related issues. The educational outreach events provided by PIO vary from one to four hours in length.

The CMV Safety Belt Education and Outreach, Local Educational Safety Events, and Teen Safety Events activities are included in the Carrier Safety and State-Sponsored Outreach Events.

Projected Goals for FY 2018 - 2020

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

			Performance Goals		
Yes	No	Activity Type	FY 2018	FY 2019	FY 2020
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	45	45	45
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	750	750	750
<input type="radio"/>	<input checked="" type="radio"/>	Local Educational Safety Events	0	0	0
<input type="radio"/>	<input checked="" type="radio"/>	Teen Safety Events	0	0	0

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

Public Education and Awareness activities will be measured based on the number of activities and the feedback from the various audiences. The MCSU has established a database to track the number of outreach activities performed. The MCSU will utilize an evaluation form, which will be reviewed by the training section, to ensure the effectiveness of the training provided. The MCSU has 3 Corporals whose primary function is to conduct safety education and outreach. The MCSU relies upon its inspectors, weight detail personnel, and troopers assigned to the compliance review section to fill-in as necessary to conduct outreach as subject matter experts.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

Please review your State's SSDQ compliance levels and narrative overview and identify if changes are needed for the upcoming fiscal year. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	Yes

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018 - 2020.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018	Goal for FY 2019	Goal for FY 2020
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

A&I Online data snapshot used was dated June 30, 2017.

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

Program Activities for FY 2018 - 2020: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include

how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MCSU utilizes 3 civilian employees to monitor crash reports and driver/vehicle examination reports daily, prior to submission to SafetyNet. This helps ensure accurate data is submitted to FMCSA in a timely manner, so the state remains in the "green/good" category.

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

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

Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	444	442	486	675	514
Intrastate	0	0	0	0	0
Total Audits	444	442	486	675	514

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

Narrative Overview for FY 2018 - 2020

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

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

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

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2018 - 2020

For the purpose of completing the table below:

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

Projected Goals for FY 2018 - 2020 - New Entrant Safety Audits						
	FY 2018		FY 2019		FY 2020	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	136	0	136	0	136	0
# of Safety Audits (Offsite)	364	0	364	0	364	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	500	0	500	0	500	0
# of Non-Audit Resolutions	350	0	350	0	350	0

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

During fiscal year 2016, the MCSU conducted 514 New Entrant Safety Audits, exceeding the goal set forth in the grant agreement. Internal controls have been enacted to ensure New Entrant Safety Audits, or non-audit resolutions are assigned, investigated, completed, and reviewed/uploaded prior to statutory deadlines.

In addition to conducting New Entrant Safety Audits, Non-Audit Resolutions, and Compliance Investigations, Safety Auditors will identify and take appropriate action against carriers identified as "chameleon carriers". Auditors were provided with formal training during FY 2015 regarding the use of the A&I NAS (New Entrant Screening Tool) and other tools to identify reincarnated carriers. New Entrant Safety Auditors have completed 5 VCO's during calendar year 2017.

Activity Plan for FY 2018 - 2020: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

New Entrant Safety Auditors received off-site new entrant training in KY during calendar year 2016. Auditors will follow the guidelines and procedures for conducting on-site and off-site safety audits to ensure all New Entrant Safety Audits

are completed within statutory guidelines. Additionally, New Entrant Safety Auditors have been directed to ensure all work assignments are completed within a 30-day window of the due date of each assigned motor carrier. These controls will help ensure eligible motor carriers do not become "past-due".

Alabama has no carriers identified as "past-due" and will continue to ensure no carrier exceeds the statutory requirement to have a New Entrant Safety Audit conducted. The following are strategies to accomplish this goal:

1. Assigning carriers to New Entrant Auditors within 120 days of the carrier entering the New Entrant Program.
2. Assigning New Entrant Auditors specific geographical territories throughout the state based on the auditors home of record (for carriers required to undergo an on-site NE Safety Audit).
3. Continuing the "group audit" approach to reach additional motor carriers without increasing cost. The anticipated number of group audits is approximately 1 per quarter for each Safety Auditor.
4. Utilizing the off-site New Entrant Safety Audit process to reach multiple carriers and minimize cost.
5. A retired state employee, serving as an administrative assistant, will vet carriers, assisting the Auditors with contacting and scheduling New Entrant Safety Audits.
6. Auditors will submit "contact records" bi-weekly indicating a non-audit resolution was completed. The "contact records" are entered immediately upon submission to the New Entrant Supervisor and the Retired State Employee.
7. Upon completion of a New Entrant Safety Audit, Auditors will submit the Safety Audit for review within 24 hours to one of the New Entrant Supervisors and the audit will be uploaded within 36 hours.

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

The anticipated outcome for FY 2018 is that Alabama will have 0 late, or past due, carriers. As carriers become "high-risk" and are required to undergo a comprehensive compliance investigation, the New Entrant Section has three personnel cross-trained to conduct compliance investigations to ensure "high-risk" carriers do not become past due.

Strategy: Conduct 500 New Entrant Safety Audits on Alabama based carriers

Strategies to be completed within 90 days of acceptance of the Grant Award:

113 New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will be assigned by the New Entrant Supervising Corporal based on the geographical location of the carrier and the Troopers work area. Carriers will be closely monitored by the New Entrant Supervising Corporal to ensure none of the carriers become "past-due".

Strategies to be completed within 180 days of acceptance of the Grant Award:

110 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to try and reduce the cost of New Entrant Safety Audits.

Strategies to be completed within 270 days of acceptance of the Grant Award:

143 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to and reduce the cost of New Entrant Safety Audits.

Strategies to be completed within 365 days of acceptance of the Grant Award:

115 additional New Entrant Safety Audits will be completed on New Entrant Motor Carriers and uploaded to MCMIS. Carriers will continue to be assigned by the New Entrant Supervising Corporal based on geographic location and to continue to reduce the cost of New Entrant Safety Audits. Following the completion of the 115 New Entrant Safety Audits during the 4th quarter, ALEA will have met this performance goal for the grant agreement.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2018 - 2020).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2018 - 2020

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

Projected Goals for FY 2018 - 2020: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2018	100
2019	100
2020	100

During the period identified by FMCSA in the NOFO (May 1 - Dec 31, 2016), the MCSU did not conduct any inspections on carriers operating under Federal OOS Orders.

According to the FMCSA Inspections on OOS Carriers History Data, the dates between May 1, 2017 through April 30, 2018 indicates that all personnel performing roadside inspections in the State of Alabama completed 19 inspections on carriers that are out-of-service. Only 15 of the 19 total carriers were identified as OOS, which equals to catch rate of 75%. Since the OOS catch rate is under the 85% threshold, the MCSU will make it a priority to conduct training with all inspectors statewide on the proper carrier OOS identification procedures so the goal of 100% catch rate is achieved.

Program Activities for FY 2018 - 2020: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Policies to detect OOS carriers include a requirement for each inspector to ensure appropriate federal databases are checked on every encounter with a commercial motor vehicle resulting in an inspection. When an OOS carrier is detected, inspectors are to immediately confer with a supervisor to ensure appropriate steps are taken to document the encounter and enforcement action. This includes notification of the local FMCSA Office. Also, if an inspector performs a roadside inspection, and the FMCSA Portal is not functioning or off-line, the inspector is directed to indicate the issue in the note section of the inspection report.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MCSU will continue to conduct annual training with all inspectors on the proper carrier OOS identification procedures. The MCSU training section will review reports provided by FMCSA, on a monthly basis, identifying inspectors with deficiencies and conduct remedial training as needed.

The MCSU will continue to monitor the PRISM OOS report (when available) and provide guidance to those inspectors who fail to identify carriers who are operating under a Federal Out of Service Order.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2018 - 2020

Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.

MCMIS data from CY 2012-2015 (Snapshot from 06-27-2017) indicates there were 22 fatal crashes involving passenger carriers on Alabama highways. This equates to an average of 5 fatal crashes annually. The MCSU will utilize the USDOT Motor coach Safety Action Plan as a guide to carry out the program strategies and activity plans outlined below. *NOTE* Crash data indicated above includes school buses not regulated by certain sections of 49CFR. Data indicates from CY 2012-2015, 7 of the 22 fatal crashes involved school buses. (Snapshot CAPS/ADVANCE program 06-22-2016.)

Alabama has had 2 fatal crash involving a passenger carrier on Alabama Highways in FY 2018. (Snapshot CAPS/ADVANCE program 07-18-2018)

Projected Goals for FY 2018 - 2020: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2018, 2019 and 2020 must also be included.

MCMIS data from 2012-2016 does not indicate a significant passenger carrier transportation safety problem. However, the importance of passenger carrier safety is too high to not set an objective for future goals regarding reducing passenger carrier crashes in the hopes that reducing those involved crashes, the opportunity for fatal crashes is also reduced. Therefore, the performance goal for MCSU for FY 2018-2020 will be to continue to reduce fatal passenger carrier crashes by 25% per year from the 2012-2016 annual average. That average equates to a reduction of 3 fatal crashes by the end of 2020. MCSU is on pace to achieve these goals.

Program Activities for FY 2018 - 2020: Provide additional information regarding how these activities will be implemented.

The MCSU plans to conduct 4 forty-hour "Strike Force" details during CY 2019 with concentration in areas of high passenger carrier traffic. The "Strike Forces" will be conducted by certified passenger carrier inspectors at origin/destination, contract school bus carriers, curbside operations and traffic enforcement inspections in order to reduce fatal crashes. The MCSU will conduct surveillance of curbside operations and will review scheduled stops of passenger carriers utilizing the following websites; www.gotobus.com, www.tornadobus.com, www.capitoltrailways.com, www.greyhound.com and www.megabus.com.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The MCSU Passenger Carrier Coordinator will complete "Strike Force" detail summary reports and submit them to unit supervisors for review. The summary reports will be compared with crash data in the identified counties. MCMIS and CARE will be used to evaluate and determine if enforcement efforts are reducing fatal crashes. The MCSU Passenger Carrier Coordinator along with the MCSU training coordinators, will review "Strike Force" detail summaries and inspection reports to ensure quality. The training coordinators, will monitor MCMIS and CARE data to evaluate and identify trends in fatal crash involvement.

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

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

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

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

Activity #1

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

Work Zone crash reduction

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

The goal of the MCSU was to reduce the number of CMV involved crashes in work zones by 5% per year. From 2013-2015, there were an average of 355 work zone crashes involving CMV's per year. A 5% reduction would equal a reduction of 17 per year.

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

During CY2016, 438 work zone crashes involving CMV's occurred.

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

Difficulties achieving this goal have included a reduction in MCSU personnel due to retirements and resignations. Agency funding issues have prevented backfilling those positions. This has resulted in not only fewer MCSAP inspectors conducting enforcement actions in and around work zones, but also regular Highway Patrol Troopers conducting enforcement activities. MCSU Commanders will continue to explore options to utilize existing personnel and funding to meet the goals set in the FY2017 CVSP.

Activity #2

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

Post Crash Inspections

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

The goal of the MCSU will be to conduct post-crash inspections on CMV's involved in crashes where the CMV contributed to the accident and serious injuries or a fatality was involved. MCSU supervisors will review crash criteria with MCSU inspectors to ensure post-crash inspections are completed in a uniform and consistent manner. The MCSU anticipated conducting 10 post-crash investigations for CY 2017.

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

During CY2016, the MCSU conducted 10 post crash investigations. Year to date 2017, the MCSU has conducted 10 post crash investigations.

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

In order to accomplish this goal, communication with the Highway Patrol Division of ALEA as well as with Municipal and County Law Enforcement Agencies is critical. CMV contributed injury or fatal crashes investigated by these agencies can go uninvestigated without the proper notifications. Criteria set by the MCSU is constantly

communicated to those agencies so that when crashes occur, the appropriate MCSU notifications are made.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

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

Describe any State-specific objective(s) identified for FY 2018 - 2020. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

School bus safety program (contract carriers only)

Narrative Overview for FY 2018 - 2020

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

Contract carriers transporting children from home to school and school to home are often intrastate carriers only and rarely, if ever, have exposure to MCSAP officers at roadside, or compliance investigators through a New Entrant Safety Audit or Compliance Investigation. This lack of exposure could lead to a lack of understanding of the FMCSRs and general safety requirements mandated by FMCSA and the State of Alabama to ensure safe operation.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

FY 2018 - Coordinate with the Alabama Department of Education to identify each contract school bus carrier in Alabama. Once identified, the MCSU will create an internal data file with each carrier name, location, USDOT number, and whether the carrier operates in interstate commerce. FY 2019 - Begin conducting outreach and inspections of CMV's and the carrier identified in the data file created in FY 2018. 50% of the identified carriers will receive an in-depth contact by MCSU personnel prior the end of FY 2019. FY 2020 - The remaining 50% of the identified carriers will receive the same in-depth contact by MCSU personnel. Upon completion of the aforementioned goals, MCSU will have provided educational and technical assistance and expertise to all contract school bus contract carriers within the state.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

FY 2018 - Coordinate with the Alabama Board of Education and research through the Motor Carrier Management Information System (MCMIS) to identify school bus contract carriers domiciled in Alabama. Create a database within the ALEA network to prioritize the carriers for an in-depth visit by MCSU personnel. FY 2019 - Assign 50% of the identified carriers to appropriate MCSU personnel who will provide educational and

technical expertise to the carrier. A portion of the educational and technical assistance will include inspections of the carriers equipment and a review of their compliance with the FMCSRs. FY 2020 - Assign the remaining 50% of the carriers to appropriate MCSU personnel who will provide the same level of educational and technical expertise to the carrier. Upon completion of the reviews of each identified motor carrier, a summary report will be developed to determine the effectiveness/usefulness of the program.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

FY 2018 - Prior to the end of FY 2018, coordination will have been made with the appropriate personnel from the Alabama Board of Education. A database will have been developed and published on the ALEA network identifying each school bus contract carriers. FY 2019 - By the end of FY 2019, a minimum of 50% of the identified carriers from FY 2018 will have been visited and reviewed. The results of the reviews will be recorded in the appropriate MCSAP database. FY 2020 - The remaining 50% of the identified carriers from FY 2018 will have been visited and reviewed. The results of the reviews will be recorded in the appropriate MCSAP database and a summary report will be completed to determine the effectiveness and usefulness of the program.

State Objective #2

Enter the title of your State-Identified Objective.

CMV Crash Reconstruction Training and Analysis

Narrative Overview for FY 2018 - 2020

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

ALEA has a limited number of personnel who have received formal training in traffic homicide investigations involving commercial vehicles. Due to the severity of CMV crashes investigated by ALEA, as well as other law enforcement agencies throughout the state, a need has been identified for personnel to receive this specialized training. The criteria to qualify for a traffic homicide investigation involving a CMV is as follows: A. Fatality or critical injury collision where death is probable and the driver of the prime contributing unit survives; B. Any fatality collision involving three (3) or more fatalities; C. Any fatality or serious injury collision involving a school bus; D. Any collision involving alcohol and/or drugs where DUI assault charges are indicated; E. Any other collision where a comprehensive investigation is deemed necessary by a supervisor.

Projected Goals for FY 2018 - 2020:

Enter performance goal.

FY 2018 - Provide funding for travel, training and ancillary expenses for 2 ALEA personnel to complete the Commercial Vehicle Crash Investigation Course. FY 2019 - Provide funding for travel, training and ancillary expenses for 2 ALEA personnel to complete the Commercial Vehicle Crash Investigation Course. Prior to end of FY 2020, the MCSU will have funded travel, training and ancillary expenses for an additional 2 people, bring the total to 6 ALEA personnel who will have completed the Commercial Vehicle Crash Investigation Course.

Program Activities for FY 2018 - 2020: Describe the activities that will be implemented including level of effort.

FY 2018 - Coordinate with ALEA's Traffic Homicide Coordinator to identify 6 arresting officers to attend the Commercial Vehicle Crash Investigation Course. Provide funding for travel, training and ancillary expenses for 2 ALEA personnel to complete the Commercial Vehicle Crash Investigation Course. FY 2019 - Gauge the effectiveness of the training and the impact upon CMV Crash Investigations conducted following the training of the initial 2 ALEA personnel. Provide funding for travel, training and ancillary expenses for 2 ALEA personnel to complete the Commercial Vehicle Crash Investigation Course. FY 2020 - Provide funding for travel, training and ancillary expenses for 2 ALEA personnel to complete the Commercial Vehicle Crash Investigation Course. Prepare a summary

report identifying the personnel who received the training and the number of CMV Crash Investigations which met the criteria identified by the Traffic Homicide Coordinator.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Monitor available course availability and locations and coordinate with the ALEA Traffic Homicide Coordinator to ensure training is completed within the grant performance period.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

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

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

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

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

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

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,985,394.00	\$1,055,418.00	\$7,040,812.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,055,418.00
MOE Baseline:	\$207,521.44

Part 4 Section 2 - Personnel

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

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

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

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

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

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

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

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,055,418.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Trooper	27	100.0000	\$62,676.00	\$1,692,252.00	\$1,438,414.20	\$253,837.80	\$0.00
Corporal	11	100.0000	\$67,047.05	\$737,517.55	\$626,889.92	\$110,627.63	\$0.00
Sergeant	2	100.0000	\$74,514.00	\$149,028.00	\$126,673.80	\$22,354.20	\$0.00
Sergeant	3	90.0000	\$77,661.60	\$209,686.32	\$178,233.37	\$31,452.95	\$0.00
Lieutenant	1	100.0000	\$84,276.00	\$84,276.00	\$71,634.60	\$12,641.40	\$0.00
Lieutenant	1	90.0000	\$84,276.00	\$75,848.40	\$64,471.14	\$11,377.26	\$0.00
Captain	1	90.0000	\$90,724.80	\$81,652.32	\$69,404.47	\$12,247.85	\$0.00
Subsistence	1	100.0000	\$131,040.00	\$131,040.00	\$111,384.00	\$19,656.00	\$0.00
ASA III	1	100.0000	\$43,339.20	\$43,339.20	\$36,838.32	\$6,500.88	\$0.00
ASA III	1	70.0000	\$34,735.20	\$24,314.64	\$20,667.44	\$3,647.20	\$0.00
Account Clerk	1	80.0000	\$36,489.60	\$29,191.68	\$24,812.93	\$4,378.75	\$0.00
Part-Time Retired Employee	2	100.0000	\$30,000.00	\$60,000.00	\$51,000.00	\$9,000.00	\$0.00
Part-Time Retired Employee	1	50.0000	\$30,000.00	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Planned MOE	1	0.0000	\$214,451.28	\$0.00	\$0.00	\$0.00	\$214,451.28
Subtotal: Salary				\$3,333,146.11	\$2,833,174.19	\$499,971.92	\$214,451.28
Overtime Project Costs							
Overtime	1	100.0000	\$117,000.00	\$117,000.00	\$99,450.00	\$17,550.00	\$0.00
Subtotal: Overtime				\$117,000.00	\$99,450.00	\$17,550.00	\$0.00
TOTAL: Personnel				\$3,450,146.11	\$2,932,624.19	\$517,521.92	\$214,451.28
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Salary costs are included for Arresting and Civilian personnel with a total of \$3,450,14.16 as detailed on the attached spreadsheets for MCSAP Basic Arresting Personnel (Attachment 1) and MCSAP Basic Civilian Personnel (Attachment 2).

Per law, officers are entitled to \$12.00 per day of hazardous duty pay if the officer works at least 8 hours per day. Subsistence is included at \$12/day x 20 days each month x 41 officers x 12 months at 100% for a total of \$118,080.00; and \$12/day x 20 days each month x 5 officers x 12 months at 90% for a total of \$12,960.00. Subsistence is also used to pay for upkeep of the officers' uniforms. Total subsistence for 49 officers is \$131,040.00.

Overtime is included at a total of \$117,000.00 to assist with post-crash details/investigations, and any other official duties which may require officers to go over the 40-hour work week that are MCSAP approved.

ASA III's are administrative support assistants who are assigned duties related to MCSAP including purchasing, time keeping, filing, record keeping as well as inquiries from the trucking community related to FMCSR's.

Retired State employees daily duties include answering phone inquiries from the public related to FMCSR's and serve as subject matter experts (SME) based on their prior full time positions within ALEA. 2 of the Retired State employees are prior full time MCSAP Level 1 certified inspectors who retired from the MCSU. The 3rd Retired State employee is a SME related to Highway Patrol enforcement and Crash Investigation. The retired State employees are limited in their weekly hours worked as well as their allowable annual salary

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

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

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

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

*The **Fringe Benefit Rate** is:*

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

*The **Base Amount** is:*

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
FICA - Troopers	1.4500	100.0000	\$3,278,300.64	\$47,535.35	\$40,405.05	\$7,130.30	\$0.00
FICA - Civilian	7.6500	100.0000	\$171,845.52	\$13,146.18	\$11,174.25	\$1,971.93	\$0.00
FICA - Non-overnight Per Diem	1.4500	100.0000	\$40,000.00	\$580.00	\$493.00	\$87.00	\$0.00
Retirement - Troopers	50.0800	100.0000	\$3,030,260.64	\$1,517,554.52	\$1,289,921.34	\$227,633.18	\$0.00
Retirement Overtime-Troopers	50.0800	100.0000	\$117,000.00	\$58,593.60	\$49,804.56	\$8,789.04	\$0.00
Retirement Civilians	14.5100	100.0000	\$126,845.52	\$18,405.28	\$15,644.49	\$2,760.79	\$0.00
Health Insurance	100.0000	100.0000	\$538,560.00	\$538,560.00	\$458,480.08	\$80,079.92	\$0.00
TOTAL: Fringe Benefits				\$2,194,374.93	\$1,865,922.77	\$328,452.16	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Fringe benefit costs in the amount of \$2,194,374.96 for FICA, Retirement and Health Insurance costs.

Per State Law, state agencies are required to pay certain fringe benefits on salaries, subsistence, and/or overtime.

As members of the Alabama State Police Retirement Program, officers do not pay into Social Security. However, officers hired on or after April 1, 1986, participate in the Medicare program, and state agencies pay 1.45 percent for Medicare contributions on those officers. The FICA rate for civilians is 7.65 percent.

The FY 2019 retirement percentage paid by ALEA is 50.08 percent on arresting officers and 14.51 percent for civilians.

Health insurance costs are included at \$935 per month per employee at their respective percentage of time worked. For 42 employees at 100%, the total is \$471,240.00; 5 employees at 90% is \$50,490.00; 1 employee at 80% is \$8,976.00; and 1 employee at 70% is \$7,854.00. The total requested for health insurance is \$53,560.00

Per Diem: Per IRS regulations, if the employee's regular pay is subject to FICA and/or Medicare, the non-overnight per diem is also subject to those withholdings.

Part 4 Section 4 - Travel

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

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

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

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
In-State: Per Diem	1	365	100.0000	\$102,392.25	\$87,033.41	\$15,358.84	\$0.00
Out of State Travel	1	10	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
Conference Travel	1	20	100.0000	\$49,850.00	\$42,372.50	\$7,477.50	\$0.00
Training Travel	1	20	100.0000	\$25,200.00	\$21,420.00	\$3,780.00	\$0.00
TOTAL: Travel				\$178,442.25	\$151,675.91	\$26,766.34	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

In-state per diem is budgeted at \$102,392.25 for in-state travel costs. Per Alabama law, the current per diem rate is \$12.75 for travel away from the assigned base for six or more hours and \$34.00 if the employee is away from the assigned base for twelve or more hours. Overnight travel for one night is \$85.00 and for two or more nights is \$100.00.

Conference travel costs include funds for lodging, meals, airfare, etc. as needed for the conferences attended by MCSU personnel with a total of \$49,850.00. Five employees will attend the FMCSA budget meeting at a yet to be determined location. Five employees will attend the CVSA conferences in the spring of 2019 (San Antonio, Texas) and the National Conference in the fall of 2019 (Biloxi, Mississippi). Two employees will participate in the Inspector Championship (NAIC) in a location to be determined.

The accounting technician (Vee Mosely) will attend the Association of Government Accountants (AGA) Seminars at locations yet to be determined. The accounting technician is charged to the grant at 85%, therefore, the cost of the AGA conferences are included at 85%. The accounting conferences are beneficial to improving the skillset and knowledge of governmental accounting of the Motor Carrier Safety Unit Account Clerk. These conferences have proven essential in increasing her effectiveness when performing her daily tasks and assignments in monitoring the budget and expenditures of the MCSU..

Part 4 Section 5 - Equipment

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

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

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

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

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Chevrolet Tahoe	12	\$35,000.00	100	\$420,000.00	\$357,000.00	\$63,000.00	\$0.00
Light and Radio Package	12	\$14,200.00	100	\$170,400.00	\$144,840.00	\$25,560.00	\$0.00
Push Bumpers	12	\$250.00	100	\$3,000.00	\$2,550.00	\$450.00	\$0.00
Lock Boxes	12	\$1,300.00	100	\$15,600.00	\$13,260.00	\$2,340.00	\$0.00
Computers	35	\$2,300.00	100	\$80,500.00	\$68,425.00	\$12,075.00	\$0.00
Docking Stations	35	\$600.00	100	\$21,000.00	\$17,850.00	\$3,150.00	\$0.00
Operational Maintenance	1	\$8,992.93	100	\$8,992.93	\$7,644.00	\$1,348.93	\$0.00
TOTAL: Equipment				\$719,492.93	\$611,569.00	\$107,923.93	\$0.00
Equipment threshold is \$500							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Twelve Chevrolet Tahoes are requested at \$35,000 each for a total of \$420,000. These Tahoes are replacement vehicles for current MCSU inspectors and will be used for 100% MCSAP eligible activities. MCSAP funded vehicles are replaced once they have surpassed their operational lifespan and outside the period of performance of the grant used to purchase the vehicles.

Light and radio installation packages (\$170,400.00), push bumpers (\$3,000.00), and lock boxes (\$15,600.00) are requested for the 12 Chevrolet Tahoes. The funding request is to ensure continuity between personnel assigned to MCSU and the rest of ALEA.

Operation and Maintenance Costs are included at a total of \$8,992.93. The costs associated with operation and maintenance will be applied towards IT services, solutions, systems that include PRISM funded technology – MOLEP, which require backup, storage, security, network services and intrusion protection to enable the MCSU to access and operate connected systems in conducting their enforcement and inspection activities in a safe, secure and efficient manner. These costs are also associated with maintaining state safety data quality (SSDQ). The operation and maintenance costs are delineated to data backup software and SAN data storage, firewall and virus protection support and maintenance, network security and monitoring and data center security; Microsoft software, and CISCO Network technical assistance services. The Operation and Maintenance Costs budget line item was decreased to reflect the final full FY 2019 awarded amount on the Notice of Grant Agreement/Amendment.

MCSU computers will be reaching their operational lifespan and outside the period of performance. Replacing computers and peripherals will ensure the MCSU continues to run efficiently and put MCSU personnel on a five year rotation for new computers and docking stations.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Uniforms Costs	1 annually	\$20,519.70	100.0000	\$20,519.70	\$17,441.75	\$3,077.95	\$0.00
Field Supplies	1 annually	\$8,000.00	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
Printers	15 each	\$300.00	100.0000	\$4,500.00	\$3,825.00	\$675.00	\$0.00
Office Supplies	1 annually	\$10,000.00	100.0000	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
Brochures/Publications	1 annually	\$2,000.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Scanner	3 each	\$490.00	100.0000	\$1,470.00	\$1,249.50	\$220.50	\$0.00
Computer and Accessories	1 each	\$1,000.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
TOTAL: Supplies				\$47,489.70	\$40,366.25	\$7,123.45	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Funding for Web Gear/Uniforms is included at \$20,519.70 to cover any necessary uniform needs for MCSU officers. The MCSU used historical data to determine the amount of funding required to replace Web Gear/Uniforms. The MCSU has 49 officers assigned to perform MCSAP related duties and functions as their primary work related responsibility and anticipates expanding the size of the unit.

Funding for Field Supplies is included at \$8,000 to cover costs for the grant period. This covers items needed that are under \$500.00, such as flashlights, power inverters, creepers, ammunition, etc.

Printers are requested at \$300.00 each for 15 printers, with a total of \$4,500.00 to replace printers no longer operable.

Office supply funding is included at \$10,000.00 which covers supply needs under \$500.00, such as paper, ink, pens, printer cartridges, software, cables, etc.

Funding for brochures and publications is included with a total of \$2,000.00 to cover printing costs of out of service criteria, manuals, and other MCSAP related printings as necessary.

Three scanners are included in the budget at \$490.00 each for 3 scanners for a total of \$1,470.00 to replace the scanners that are no longer serviceable.

Funding for a computer and accessories is requested to replace an outdated desktop. The computer and accessories are quoted at \$1,000.00.

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

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

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Contractual and Subaward				\$0.00	\$0.00	\$0.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

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

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Estimated Conferences - Registration fees	10 annually	\$608.00	100.0000	\$6,080.00	\$5,168.00	\$912.00	\$0.00
CVSA Decals	2450 each	\$0.28	100.0000	\$686.00	\$583.10	\$102.90	\$0.00
CVSA Membership Dues	1 annually	\$15,000.00	100.0000	\$15,000.00	\$12,750.00	\$2,250.00	\$0.00
Gasoline and Vehicle Maintenance	12 monthly	\$26,541.67	100.0000	\$318,500.04	\$270,725.03	\$47,775.01	\$0.00
Rental of Storage Facility- Archives & History	4 quarterly	\$400.00	100.0000	\$1,600.00	\$1,360.00	\$240.00	\$0.00
Copier Rental	12 monthly	\$500.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Communication Service Costs	12 monthly	\$5,583.33	100.0000	\$66,999.96	\$56,949.97	\$10,049.99	\$0.00
ALEA Information Technology	12 monthly	\$1,000.00	100.0000	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
Software Purchases	12 annually	\$2,000.00	100.0000	\$24,000.00	\$20,400.00	\$3,600.00	\$0.00
TOTAL: Other Costs				\$450,866.00	\$383,236.10	\$67,629.90	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Conference registration fees are budgeted at \$6,080.00 to cover registration fees for the conferences attended by MCSU personnel including the CVSA and AGA conferences.

CVSA Decals are used by inspectors to identify when an inspection has been performed on a commercial vehicle and no hazardous violations were found.

CVSA decals are budgeted at \$0.28 for 2,450 decals, with a total of \$686.00. CVSA Membership dues are budgeted at \$15,000.00 to cover one year of dues for the Motor Carrier Safety Unit.

Gasoline and vehicle maintenance costs are budgeted at \$26,541.67 per month for 12 months for a total of \$318,500.04. These are necessary costs to cover gasoline and vehicle maintenance for vehicles used for MCSAP eligible enforcement activities. The MCSU utilizes 38 Chevrolet Tahoes to perform MCSAP eligible activities. During the course of a single year, personnel assigned to the MCSU will travel approximately 1.2 million miles. Assuming each Tahoe averages 14 miles per gallon of fuel and fuel costs rise to \$3.50 per gallon (approximately \$1.00 per gallon from current rates) the approximate annual expenditure for fuel will total \$308,900.04. Preventative maintenance care and service (oil changes, tires, minor repairs, etc...) have averaged approximately \$800.00 per month x 12 months for the MCSU fleet, totaling \$9,600.00 annually.

Rental of storage facility is included at \$400.00 per quarter for 4 quarters, which totals \$1,600.00. The storage facility is needed for archives and history storage by the MCSU.

Rental fees for a copier are charged at \$500.00 per month for 12 months, for a total of \$6,000.00.

Communication service costs are included for \$66,999.96 to cover monthly service costs for Southern Linc and Verizon.

Software purchases are included at a cost of \$24,000.00. This cost is for any commercially available software purchases, to enhance the ability of MCSU inspectors to more efficiently perform job related duties and tasks. Examples of potential software

purchases may include, but are not limited to: Microsoft Office, Adobe Pro DC, and anti-virus software.

ALEA's Information Technology services at a cost of \$12,000. MCSU relies upon the parent agency, ALEA, to set up, service and troubleshoot issued hardware used in conducting inspections. These costs are separate and apart from SSDQ performance measuring tools and associated O&M costs. The cost of ALEA's Information Technology services is based on an ALEA IT Technical Support person working 35 hours per month on MCSAP IT related tasks. The average per hour cost for an ALEA IT Technical support person is \$28.58 multiplied by 35 hours which equals the requested \$1,000.00 per month for ALEA's Information Technology services. The annualized cost for this service is \$12,000.00.

Operation and Maintenance is listed in Section five(5) the Equipment Category. Please refer to Section five

Operation and Maintenance Costs are included at a total of \$107,252.90. The costs associated with operation and maintenance will be applied towards IT services, solutions, systems that include PRISM funded technology – MOLEP, which require backup, storage, security, network services and intrusion protection to enable the MCSU to access and operate connected systems in conducting their enforcement and inspection activities in a safe, secure and efficient manner. These costs are also associated with maintaining state safety data quality (SSDQ). The operation and maintenance costs are delineated to data backup software and SAN data storage, firewall and virus protection support and maintenance, network security and monitoring and data center security; Microsoft software, and CISCO Network technical assistance services.

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP

	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,985,394.00	\$1,055,418.00	\$7,040,812.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,055,418.00
MOE Baseline:	\$207,521.44

Estimated Expenditures**Personnel**

	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Trooper	\$1,438,414.20	\$253,837.80	\$1,692,252.00	\$0.00
Corporal	\$626,889.92	\$110,627.63	\$737,517.55	\$0.00
Sergeant	\$126,673.80	\$22,354.20	\$149,028.00	\$0.00
Sergeant	\$178,233.37	\$31,452.95	\$209,686.32	\$0.00
Lieutenant	\$71,634.60	\$12,641.40	\$84,276.00	\$0.00
Lieutenant	\$64,471.14	\$11,377.26	\$75,848.40	\$0.00
Captain	\$69,404.47	\$12,247.85	\$81,652.32	\$0.00
Subistence	\$111,384.00	\$19,656.00	\$131,040.00	\$0.00
ASA III	\$36,838.32	\$6,500.88	\$43,339.20	\$0.00
ASA III	\$20,667.44	\$3,647.20	\$24,314.64	\$0.00
Account Clerk	\$24,812.93	\$4,378.75	\$29,191.68	\$0.00
Part-Time Retired Employee	\$51,000.00	\$9,000.00	\$60,000.00	\$0.00
Part-Time Retired Employee	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Planned MOE	\$0.00	\$0.00	\$0.00	\$214,451.28
Salary Subtotal	\$2,833,174.19	\$499,971.92	\$3,333,146.11	\$214,451.28
Overtime	\$99,450.00	\$17,550.00	\$117,000.00	\$0.00
Overtime subtotal	\$99,450.00	\$17,550.00	\$117,000.00	\$0.00
Personnel total	\$2,932,624.19	\$517,521.92	\$3,450,146.11	\$214,451.28

Fringe Benefits

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
FICA - Troopers	\$40,405.05	\$7,130.30	\$47,535.35	\$0.00
FICA - Civilian	\$11,174.25	\$1,971.93	\$13,146.18	\$0.00
FICA - Non-overnight Per Diem	\$493.00	\$87.00	\$580.00	\$0.00
Retirement - Troopers	\$1,289,921.34	\$227,633.18	\$1,517,554.52	\$0.00
Retirement Overtime- Troopers	\$49,804.56	\$8,789.04	\$58,593.60	\$0.00
Retirement Civilians	\$15,644.49	\$2,760.79	\$18,405.28	\$0.00
Health Insurance	\$458,480.08	\$80,079.92	\$538,560.00	\$0.00
Fringe Benefits total	\$1,865,922.77	\$328,452.16	\$2,194,374.93	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
In-State: Per Diem	\$87,033.41	\$15,358.84	\$102,392.25	\$0.00
Out of State Travel	\$850.00	\$150.00	\$1,000.00	\$0.00
Conference Travel	\$42,372.50	\$7,477.50	\$49,850.00	\$0.00
Training Travel	\$21,420.00	\$3,780.00	\$25,200.00	\$0.00
Travel total	\$151,675.91	\$26,766.34	\$178,442.25	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Chevrolet Tahoe	\$357,000.00	\$63,000.00	\$420,000.00	\$0.00
Light and Radio Package	\$144,840.00	\$25,560.00	\$170,400.00	\$0.00
Push Bumpers	\$2,550.00	\$450.00	\$3,000.00	\$0.00
Lock Boxes	\$13,260.00	\$2,340.00	\$15,600.00	\$0.00
Computers	\$68,425.00	\$12,075.00	\$80,500.00	\$0.00
Docking Stations	\$17,850.00	\$3,150.00	\$21,000.00	\$0.00
Operational Maintenance	\$7,644.00	\$1,348.93	\$8,992.93	\$0.00
Equipment total	\$611,569.00	\$107,923.93	\$719,492.93	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms Costs	\$17,441.75	\$3,077.95	\$20,519.70	\$0.00
Field Supplies	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
Printers	\$3,825.00	\$675.00	\$4,500.00	\$0.00
Office Supplies	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
Brochures/Publications	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Scanner	\$1,249.50	\$220.50	\$1,470.00	\$0.00
Computer and Accessories	\$850.00	\$150.00	\$1,000.00	\$0.00
Supplies total	\$40,366.25	\$7,123.45	\$47,489.70	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Contractual and Subaward total	\$0.00	\$0.00	\$0.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Estimated Conferences - Registration fees	\$5,168.00	\$912.00	\$6,080.00	\$0.00
CVSA Decals	\$583.10	\$102.90	\$686.00	\$0.00
CVSA Membership Dues	\$12,750.00	\$2,250.00	\$15,000.00	\$0.00
Gasoline and Vehicle Maintenance	\$270,725.03	\$47,775.01	\$318,500.04	\$0.00
Rental of Storage Facility-Archives & History	\$1,360.00	\$240.00	\$1,600.00	\$0.00
Copier Rental	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Communication Service Costs	\$56,949.97	\$10,049.99	\$66,999.96	\$0.00
ALEA Information Technology	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Software Purchases	\$20,400.00	\$3,600.00	\$24,000.00	\$0.00
Other Costs total	\$383,236.10	\$67,629.90	\$450,866.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$5,985,394.22	\$1,055,417.70	\$7,040,811.92	\$214,451.28
Total Costs Budgeted	\$5,985,394.22	\$1,055,417.70	\$7,040,811.92	\$214,451.28

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$5,985,394.00	\$1,055,418.00	\$7,040,812.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$1,055,418.00
MOE Baseline:	\$207,521.44

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,833,174.19	\$499,971.92	\$3,333,146.11	\$214,451.28
Overtime Subtotal	\$99,450.00	\$17,550.00	\$117,000.00	\$0.00
Personnel Total	\$2,932,624.19	\$517,521.92	\$3,450,146.11	\$214,451.28
Fringe Benefits Total	\$1,865,922.77	\$328,452.16	\$2,194,374.93	\$0.00
Travel Total	\$151,675.91	\$26,766.34	\$178,442.25	\$0.00
Equipment Total	\$611,569.00	\$107,923.93	\$719,492.93	\$0.00
Supplies Total	\$40,366.25	\$7,123.45	\$47,489.70	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$383,236.10	\$67,629.90	\$450,866.00	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$5,985,394.22	\$1,055,417.70	\$7,040,811.92	\$214,451.28
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$5,985,394.22	\$1,055,417.70	\$7,040,811.92	\$214,451.28

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Hal Taylor
2. What is this person's title? Secretary of Alabama Law Enforcement
3. Who is your Governor's highway safety representative? William (Bill) Babington
4. What is this person's title? Director - Law Enforcement Traffic Safety Division

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Hal Taylor, Secretary of Alabama Law Enforcement, on behalf of the State of ALABAMA, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

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

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Hal Taylor
2. What is the title of your certifying State official? Secretary of Law Enforcement
3. What are the phone # and email address of your State official? 334-517-2800 Hal.Taylor@alea.gov

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

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

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

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

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

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

☐ Yes ☒ No

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

☐ Yes ☒ No