



ARKANSAS

Commercial Vehicle Safety Plan

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

Fiscal Years 2019 - 2021

Date of Approval: July 09, 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 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- 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**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 official mission of the Arkansas Highway Police (AHP) is to protect the public and the Intermodal Transportation System through the enforcement of state laws. By employing innovative and effective enforcement strategies based upon statistical data, the AHP will continue to pursue improvement of highway safety through the reduction of commercial motor vehicle (CMV) crashes with the goal of also reducing the rate of truck related fatalities. Focusing on problem specific activities in the carrier industry, as identified by CSA and other information sources, will ultimately aid in the reduction of these fatalities and motor carrier violations as a whole.

All state laws and adopted federal regulations pertaining to size, weight, driver, vehicle safety and hazardous materials transportation will be administered fairly and impartially focusing on the ultimate goal of a safer highway environment. This effort will be approached as a partnership between state and federal enforcement agencies, the motor carrier industry, the motoring public and other highway safety stakeholders. All available resources including education and enforcement activities will continue to be utilized.

Part 1 Section 3 - MCSAP Structure Explanation**Instructions:**

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

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

The Arkansas Highway Police (AHP) Division of the Arkansas Department of Transportation (ArDOT) is the lead MCSAP agency as designated by the Governor and the only agency enforcing Federal Motor Carrier Safety Regulations in the State. The agency is currently staffed with 119 certified state law enforcement officers assigned statewide to weigh/inspection stations and patrol units. AHP plans on hiring additional 30 officers in the fourth quarter of FFY 2018 and continuing into FFY 2019. AHP officers are tasked with wide-ranging enforcement responsibilities in commercial vehicle operations to include compliance with; motor carrier safety regulations, size and weight laws, motor fuel tax laws, criminal and traffic laws and hazardous materials transportation regulations. The AHP has been officially designated by the Arkansas Highway Commission as the only organization in Arkansas having the authority to enforce motor carrier safety regulations.

Part 1 Section 4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	ARKANSAS HIGHWAY POLICE
Enter total number of personnel participating in MCSAP activities	125
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	101
Traffic Enforcement Activities	101
Investigations*	6
Public Education and Awareness	10
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

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 2019 - 2021 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

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 2013 - 2017

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: Large Truck Fatal Crashes per 100M VMT

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	12/31/2017	98	0.20	0.24
01/01/2016	12/31/2016	74	0.20	0.14
01/01/2015	12/31/2015	87	0.20	0.25
01/01/2014	12/31/2014	89	0.20	0.32
01/01/2013	12/31/2013	90	0.20	0.21

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	12/31/2017	2	0	2
01/01/2016	12/31/2016	2	0	2
01/01/2015	12/31/2015	9	0	9
01/01/2014	12/31/2014	2	0	2
01/01/2013	12/31/2013	2	0	2

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	12/31/2017	3	0	3
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	1	0	1

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

Safetynet Reports ran June 2018 *Note: 98 fatalities for CY 2017 were result of 86 crashes.

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

Arkansas will continue to conduct hazardous materials inspections as they apply to commercial motor vehicles that operate in the state, and participate in related strike force operations sponsored by the FMCSA. In addition, officers will continue to monitor the operation of these identified vehicles for traffic violations and take action based upon their observations.

The reporting of and data collection related to highway incidents involving hazardous materials is mandated by state law, the Arkansas State Police (ASP) and the Arkansas Department of Emergency Management (ADEM).

Narrative Overview for FY 2019 - 2021**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.

Based on crash data published on FMCSA's A & I website for CY2012 through CY2017, Arkansas has three main crash corridors accounting for a significant number of the total CMV crashes. The crash corridors identified by AHP cover 17 counties along three Interstate systems that travel throughout the state excluding the metropolitan area of Little Rock (Pulaski Co.).

According to full year reports available from CY2012 to CY2016 there has been an increase of CMV involved crashes in Arkansas. The 17 county area identified accounted for 42.9% of the total crashes state-wide during CY2012, 45.5% during CY2013, 43.6% during CY2014, 46.0% during CY2015, 45.5% during CY2016, and decreased to 44.5% during CY2017.

The total crashes for the 17 counties identified were CY2012 (945), CY2013 (1,015), CY2014 (1,019), CY2015 (1,141), CY2016 (1,132), and CY2017 (1,212). The 17 county identified area accounted for 29 fatalities in CY2012, 38 fatalities in CY2013, 38 fatalities in CY2014, 35 fatalities in CY2015, 28 fatalities in CY2016, and 37 fatalities in CY2017.

In addition to the above, AHP will begin working on staffing 21 vacant patrol units which will increase enforcement efforts on secondary and rural highways within the State.

Enter the data source and capture date:

SAFETYNET 6/27/2018 A & I, Crash Stats, Published Records, Large Trucks Fatal/Non-Fatal Crashes (FARS & MCMIS)

Projected Goal for FY 2019 - 2021:

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
2019	4
2020	4
2021	4

AHP has set a CMV fatal crash reduction goal of 0.15% / VMT. AHP has set a total CMV crash reduction goal of 4% per each year.

Program Activities for FY 2019 - 2021: 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.

During FFY2019, the AHP will continue to evaluate information accrued from all available data for the identified counties and initiate enforcement activities designed to combat identifiable crash factors. The evaluation of past enforcement activities in the identified areas will also be conducted. In addition, continued solicitation of information from supervisors and personnel assigned to those areas will be sought in order to identify changes in patterns or trends related to safety status.

Based on crash data, enforcement history and recommendations of frontline personnel, enforcement and education activities will be planned. Personnel assigned to the area may be supplemented with additional enforcement officers from other areas during 50 planned, two-day special enforcements that will include five officers for each activity, with an expected investment of 1600 staff hours. AHP will conduct one special enforcement per District each quarter. The special enforcements will focus on CMVs and non-CMV's (in close proximity to CMVs) driving aggressively in the targeted areas. AHP continues to utilize five UltraLyte Series Laser Speed Guns to utilize state-wide to increase our efforts to get the maximum production. Utilizing these speed guns, the officers will be able to tell a vehicle's speed, while simultaneously obtaining a measurement of the next following vehicle's distance. AHP purchased a CMV which is being utilized to identify distracted drivers, focusing on texting and driving, in both CMV's and non-CMV's. The planned enforcement activities are contingent on staffing availability and other circumstances.

AHP purchased semi-portable scales which will be utilized at MCSAP eligible locations (ports, etc.).

Educational and information programs will be considered to alert the industry and other operators in the area of necessary steps to reduce the involvement of CMVs in traffic crashes. Educational programs will also be considered for law enforcement agencies with jurisdiction in the area alerting them to the objective problem and providing them with information and guidance related to laws, rules and regulations that are enforceable by their officers. Educational programs will be presented as requested. The AHP will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the data elements found on FMCSA's A & I website. In addition, AHP will begin evaluating and planning future public outreach avenues to include high profile media coverage of events across the State.

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.

Arkansas will monitor activity in the identified areas and measure the effectiveness of the initiated strategies. AHP's goal is to decrease CMV involved crashes by 4% per year. Data related to the CMV crashes, the inspection activity and enforcement actions, generated by enforcement personnel assigned to the 17 counties, will be evaluated and reported quarterly and annually. In addition, the same data will be reviewed and reported regarding secondary and rural highways.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019 - 2021.

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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	5580	5102	4897	4755	4517
Level 2: Walk-Around	14293	11878	12850	13110	10942
Level 3: Driver-Only	18637	17490	22897	21685	17769
Level 4: Special Inspections		15	0	2	0
Level 5: Vehicle-Only	86	110	115	161	72
Level 6: Radioactive Materials	0	0	0	1	0
Total	38596	34595	40759	39714	33300

Narrative Overview for FY 2019 - 2021

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 AHP employs both fixed station facilities and personnel in mobile patrol units to perform driver/vehicle inspections. The full time equivalent is 50 officers working on MCSAP related activities. We have 50% of our officers assigned to fixed stations on Interstates 30, 40, 49 and 55 near the borders of Texas, Oklahoma, Tennessee and Mississippi. We have 33% of our officers assigned to patrol units along the Interstate system and the rest working rural US and state highways.

AHP is organizationally divided into five Districts. Both fixed station facilities and patrol units are dispersed geographically around the state to ensure maximum coverage of major commercial transportation highway routes. All AHP enforcement personnel are equipped with laptop computers and the ability to connect to FMCSA websites and AR-CVIEW during roadside inspections. If there is not connectivity in the area, officers have been instructed to contact Central Radio Dispatch to run the carrier through CVIEW. Officers frequently use Query Central and the ISS algorithm as tools in the selection of driver and/or vehicles to inspect. All officers have received training and instruction on the use of the available information from the web to identify carriers who may be operating under federal out-of-service orders.

Officers will utilize newly installed mainline weigh-in-motion systems and USDOT number and license plate readers to identify high risk and out of service carriers for enhanced screening and subsequent inspections.

Officers will utilize semi-portable scales and virtual weigh station technology to conduct inspections in conjunction with weight enforcements pursuant to FMCSA policy.

AHP has purchased and installed Seirra MP70 Routers (wireless device) in all patrol units. This will aid in roadside enforcement and uploading of data, including ELD records.

AHP officers have been provided with information relative to the CSA initiative and have been made aware of the

DataQ challenge process. The necessity to specifically identify violations noted during roadside inspections and to maintain consistency and accuracy in their reporting has been emphasized. Relative to the violations identified during driver/vehicle inspections, the AHP has assigned specific personnel in its Central Office to receive, investigate and respond to DataQ challenges generated from roadside inspections in a professional, accurate and timely manner.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. 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: ARKANSAS HIGHWAY POLICE

Enter the total number of certified personnel in the Lead agency: 105

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9500	220	65	9785	25.09%
Level 2: Walk-Around	11000	950	150	12100	31.02%
Level 3: Driver-Only	16170	600	150	16920	43.38%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	110	20	65	195	0.50%
Level 6: Radioactive Materials		2		2	0.01%
Sub-Total Lead Agency	36780	1792	430	39002	

MCSAP subrecipient agency

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

Subrecipient is: N/A

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2019:	

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: ARKANSAS HIGHWAY POLICE					
# certified personnel: 105					
Subrecipient Agencies: N/A					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9500	220	65	9785	25.09%
Level 2: Walk-Around	11000	950	150	12100	31.02%
Level 3: Driver-Only	16170	600	150	16920	43.38%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	110	20	65	195	0.50%
Level 6: Radioactive Materials		2		2	0.01%
Total ALL Agencies	36780	1792	430	39002	

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.

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	44760	0	0	44760
Enter total number of certified personnel	135	0	0	135
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	50520	0	0	50520
Enter total number of certified personnel	145	0	0	145

Part 2 Section 4 - Investigations

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



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

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR		12	12	19	13
CSA On-Site Comprehensive		1	8	1	6
Total Investigations	0	13	20	20	19
Total Security Contact Reviews					
Total Terminal Investigations					0

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2019 - 2021**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 2019 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
Investigation Type	FY 2019		FY 2020		FY 2021	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	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	36	0	36	0	36	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	48	0	48	0	48	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.

To make contact with carriers to determine problem areas and assist with compliance. Officers will be required to complete an average of six compliance reviews/interventions per quarter as compared to the 15 completed through the third quarter of FFY 2018, Arkansas will participate in the Comprehensive Safety Analysis (CSA) a safety measurement system which uses progressive interventions designed to pinpoint a motor carrier's poor safety performance with significant emphasis placed on data that is gathered at the roadside. AHP will measure performance by the number of compliance reviews/interventions conducted.

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

The AHP has two Motor Carrier Safety Inspector positions that perform compliance reviews (CR's) on Interstate motor carriers. The completion of projected numbers of compliance reviews is dependent upon other contingencies such as staffing and scheduling. At the current time AHP only has one officer staffed in the position as Motor Carrier Safety Inspector.

Primarily, the AHP coordinates their compliance review efforts through Arkansas' FMCSA Division Office. Assignments are discussed between AHP and federal officials and comply with FMCSA program policy and procedures.

Along with conducting assigned on-site and off-site compliance reviews, certified AHP personnel will also, upon request, assist FMCSA Safety Investigators with compliance reviews of large Arkansas-based carriers. The AHP will conduct compliance reviews in accordance with FMCSA's eFOTM. Completion of compliance reviews includes any enforcement action which is also taken through the Federal System.

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 SafetyNet Coordinator will use available data systems to monitor quantitative and/or qualitative progress towards achieving the objective and report results on a regular basis. Ultimately, this objective will be evaluated on a quarterly basis. It is expected the crash rates of the motor carriers reviewed will decrease, subsequent to the review, in accordance with what FMCSA's Compliance Review Effectiveness Model has shown.

Carrier investigation estimates are based on one Motor Carrier Safety Inspector currently trained and performing 32 total investigations annually. The 16 remaining investigations will be based on filling the second Motor Carrier Safety Inspector position currently vacant. This inspector would be required to do a reduced amount of investigations based on training requirements time frame.

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2013 - 2017

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	12/31/2017	4794	4718
01/01/2016	12/31/2016	4445	4084
01/01/2015	12/31/2015	4793	
01/01/2014	12/31/2014	4919	
01/01/2013	12/31/2013	5539	

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	227	176
01/01/2016	12/31/2016	330	248
01/01/2015	12/31/2015	25	15
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	528	407
01/01/2016	12/31/2016	1027	911
01/01/2015	12/31/2015	195	176
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		

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

Data Source: Safetynet and A & I Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Traffic enforcement plays an important role the prevention of accidents and removes unsafe vehicles and drivers from the road. The objective of traffic enforcement for the AHP is to decrease serious injury and fatality crashes on Arkansas' roadways. The AHP conducts CMV traffic enforcement stops with an inspection, CMV stops without inspection and Non-CMV traffic enforcement stops. In the near future AHP will be able to track information regarding the number of CMV stops without inspection and Non-CMV stops. This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in the first quarter of FFY 2018. Until the E-Citation system is fully implemented and a check box added, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements. The numbers entered CY 2015, CY 2016 and CY2017 have been obtained from directed enforcements conducted in the fourth quarter of CY 2015 (FFY 2016 First Quarter), CY 2016 (FFY 2016 Second, Third, Fourth Quarter and FFY 2017 First Quarter) and CY 2017 (FFY2017 Second, Third, Fourth Quarter and FFY 2018 First Quarter).

Narrative Overview for FY 2019 - 2021

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 AHP's objective is to reduce crashes and fatalities by close monitoring of both CMV's and non-CMV's through the continued use of radar, lidar and other methods, such as special enforcement projects. The state also intends to conduct Level III inspections to meet or exceed the national average of 33%. Arkansas will utilize patrol units to monitor traffic patterns in both high crash and other areas where significant volumes of CMV's operate. Special directed traffic enforcement projects will be used to both detect and deter traffic violations.

Arkansas plans to conduct 30 directed traffic enforcement projects during each FY2019 - FY2021 years based upon available staffing and other contingencies. These enforcements will not exceed on FTE for the year. The enforcements generally consist of a minimum of four officers. AHP directed enforcement forms and e-Citations will be utilized to calculate the enforcement activities. This will entail increased AHP personnel and possibly include the Arkansas State Police, in which will be utilized along highly traveled routes as in previous years.

Plans also include reviews of crashes for location and time of day to establish possible changes in patrol deployment for enforcement. The AHP is also aware of a dramatic increases in highway construction due to increased funding created by the recent passage of voter approved state sales tax and bond issues. Officers will be used during regular patrol assignments and Federal Aid Programs for law enforcement presence in highway work zones.

Arkansas' level of effort stated in the FAST Act averaged 51,897 inspections per year for 2004 and 2005. AHP staffing levels currently are lower than in past years. AHP currently has 101 officers compared to 167 in 2004 and 159 in 2005. Arkansas will be unable to conduct the number of inspections to maintain the same level of activities

achieved in fiscal years 2004 and 2005 in order for non-CMV traffic enforcement activities to be eligible MCSAP expenses.

Arkansas' level of effort stated in the Fast Act averaged 29 compliance reviews/investigations per year for 2004 and 2005. AHP staffing levels currently are lower than in the past years. AHP currently has one Motor Carrier Safety Inspector compared to two in 2004 and 2005. For the years of 2004/2005, with two inspectors, AHP conducted 29 compliance reviews/investigations per year. That would make the level of effort equal to 14.5 average compliance reviews/investigations yearly per inspector. AHP is currently staffed with one inspector who has conducted 19 compliance reviews/investigations for the year. That would make the level of effort equal to 19 average compliance reviews/investigations yearly per inspector which exceeds the level of effort maintained for the 2004/2005 period.

Arkansas' level of effort stated in the FAST Act averaged 10 New Entrant safety audits per year for 2004 and 2005. AHP staffing levels currently are higher than in past years. AHP currently has four New Entrant Safety Auditors compared to none in 2004 and 2005. During 2004 and 2005 safety audits were conducted by Motor Carrier Safety Inspectors who primarily conducted compliance reviews/investigations. For the years of 2004/2005, with two inspectors, AHP conducted 10 compliance reviews per year. That would make the level of effort equal to five average safety audits yearly per inspector. AHP was staffed with four safety auditors for CY2017 and has conducted 475 safety audits for the year. That would make the level of effort equal to 118.75 average safety audits yearly per auditor which exceeds the level of effort maintained for the 2004/2005 period.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. 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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	60		
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	200		
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	450		
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20		

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

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
39002	48	300	39350	51935

The sum of your planned FY 2019 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2019 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in the first quarter of FFY 2019 (still missing a check box for CMV/Non-CMV). Until the E-Citation system is fully implemented, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements.

Part 2 Section 6 - Safety Technology

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	No

Available data sources:

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

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

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

Narrative Overview for FY 2019 - 2021

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.

Arkansas’s Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. Due to the back log created by the unavailability of crash reports, this will take a matter of time to level out and get back to good standing.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.

Arkansas’ Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, has developed the capability to export reportable crash data and import them into AHP’s crash system. This will help to improve the timeliness of crash data.

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.
Arkansas will continue to monitor the state's progress through the A & I website data quality reports.

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	11	13	8	5	9
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings		1	1	2	
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	5	7	5	7	11
Teen Safety Events					

Narrative Overview for FY 2019 - 2021

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.

In addressing this objective, Arkansas will continue to be an active partner in activities such as the Share the Road Safely campaign, providing safety compliance handout material and making safety presentations to the public and industry partners. Arkansas will continue to work in concert with the FMCSA to present information to the public and the transportation industry related to the CSA initiative. Arkansas will provide information to the industry for challenging information contained in inspection and crash reports by use of the DataQ system.

AHP officers will continue to make presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations reliant on CMV operations for the transportation of goods and services. Examples of such carrier associations are as follows: Arkansas Trucking Association, Arkansas Timber Producers Association, Arkansas Farm Bureau and the Arkansas Agricultural Aviation Association (AAAA Fly-ins). A number of these programs have been held in cooperation with Arkansas' FMCSA Division Office.

For a number of years, AHP officers have been present during the Arkansas State Fair making numerous individual contacts with the public and answering questions regarding MCSAP and CSA in addition to providing printed material and regulation books as requested. Printed materials and regulation books would be purchased with state funds.

The AHP receives and responds to an estimated 3,000 MCSAP related information calls annually and continues to respond to internet inquiries available through the "HPHQ" question link on the Arkansas Highways website.

At a minimum, these efforts should increase awareness of the CSA initiative and CMV safety issues and result in increased compliance and a measurable reduction in those violations that lead to reportable crashes.

Projected Goals for FY 2019 - 2021

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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<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	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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.

During FFY 2017, AHP officers made 21 presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations or various businesses reliant on CMV operations for the transportation of goods and services. Based upon the number of presentation requests, the AHP expects to conduct a similar number of activities in this area in FFY2018, FFY2019 and in future years. At a minimum, these efforts should increase awareness of CMV safety issues.

The same measures will be captured for FFY2019 as each AHP officer who makes a formal presentation or provides information at impromptu meetings will send all relevant information (event, location, handouts, number of attendees, topic) to the MCSAP Coordinator.

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

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

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	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 snapshot date for the current SSDQ rating is May 25, 2018.

Narrative Overview for FY 2019 - 2021

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.

Arkansas' Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police. The AHP now has access to all available crashes and is now entering all available reportable crashes. Due to the back log created by the unavailability of crash reports, this will take a matter of time to level out and get back in good standing.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Arkansas' Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, is now working to develop the capability to export reportable crash data and import them into AHP's crash system. This will help to improve the timeliness of crash data.

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.

AHP will continue to monitor the state's progress through the A & I website data quality reports.

Part 2 Section 9 - New Entrant Safety Audits

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

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

Yes	No	Question
<input type="radio"/>	<input 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 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	459	343	290	383	450
Intrastate	0	0	0	0	0
Total Audits	459	343	290	383	450

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 2019 - 2021

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 2019 - 2021

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 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		FY 2020		FY 2021	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	30	0	30	0	30	0
# of Safety Audits (Offsite)	270	0	270	0	270	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	300	0	300	0	300	0
# of Non-Audit Resolutions	221	0	221	0	221	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.

Using data provided by FMCSA which identifies new carriers, the immediate goal of the AHP is to confirm the status of those identified carriers listed as new entrants and to conduct audits within the specified time frame. The ultimate goal is to make certain that all new interstate motor carriers based in Arkansas are familiar with and adhere to the FMCSRs.

In accordance with the 2018 agreement, the AHP has completed 301 audits as of June 29, 2018. These audits resulted in 52 failed audits and 249 passing audits. We have reduced our inventory by 198 additional carriers that exited due to change or inactivation or were revoked due to no contact. As of June 29, 2018 FMCSA data reflects an inventory total of 395 new interstate motor carriers in Arkansas. For FY 2018 the AHP operated with only three auditors for the entire state.

Activity Plan for FY 2019 - 2021: 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.

AHP will start FY2019 with a full staff of four Motor Carrier Safety Auditors. With AHP implementing the off-site audit process, this will decrease travel time and expenses that were occurred with only having the operation of on-site audits. This in turn will increase the amount of time an auditor will have to reduce their carrier inventory list. Auditors may work on multiple audits and non-audit resolutions all in the same day. At this time group audits are not planned, but could be conducted if there were a need.

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.

Program performance of the AHP will include the following: The annual number of new entrant carriers, the number of audits performed annually and the number of new entrant carriers failing to meet FMCSA safety requirements.

An AHP supervisor directs the daily operations of the New Entrant Audit Program. Consequently, this supervisor maintains close contact with the four auditors, as well as, officials within Arkansas' FMCSA Division Office. This close contact essentially provides the opportunity for constant monitoring of the program and permits both parties - AHP and FMCSA - to stay informed of new entrant carrier behavior. If needed, formal discussions can be scheduled and conducted promptly to address any issues or items of concern.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter as required by FMCSA.

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 2019 - 2021).

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

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 50%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2019	100
2020	100
2021	100

Arkansas will strive to identify all federal out-of-service carriers who are contacted by officers during roadside inspections and take appropriate enforcement actions relative to the federal out-of-service conditions for each identified carrier.

To achieve this objective, the AHP will reinforce out-of-service carrier identification training for field personnel and frontline supervisors on at least an annual (refresher) basis and supplementally to other training activities.

The AHP will continue to utilize its CVIEW, as well as ASPEN 3.0, to identify federal out-of-service carriers who are subject to inspections by AHP officers.

Program Activities for FY 2019 - 2021: 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.

Arkansas will strive to identify all federal out-of-state carriers that are contacted by its officers by reinforcing Out-of-Service carrier identification training on a regular basis for field personnel and front line supervisors. In addition, the AHP will utilize its CVIEW and FMCSA Portal to identify federal out-of-service carriers who are subject to inspection by AHP officers.

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.

Arkansas will conduct timely monitoring for this objective through the use of the PRISM Report of Driver/Vehicle Inspections performed on out-of-service carriers inspected, along with reports generated from its CVIEW. The AHP will report accordingly upon submission of its MCSAP/CVSP quarterly reports.

Part 3 Section 2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019 - 2021

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

Arkansas recognizes the national problem related to crashes and incidents related to passenger carrying commercial motor vehicles. The AHP currently has 11 officers who are certified to conduct inspections of motorcoaches. Arkansas has also obtained ramps and other specialized equipment for the completion of Level I inspections at destination locations, although Arkansas has a limited number of destination locations that are frequented by motorcoaches on a regular basis.

As reported by A & I and MCMIS, Arkansas conducted 502 motorcoach / passenger carrier inspections (110 Level I, 25 Level II, 82 Level III, and 285 Level V) during the last completed reporting period of CY2013 to CY2017. During the reporting period there were 683 motorcoach / passenger carrier crashes reported in Arkansas resulting in 17 fatalities and 589 injuries.

The AHP will strive to implement and grow its passenger vehicle inspection program and schedule enforcement activities as practical directed toward motorcoaches and passenger carrying commercial motor vehicles. Data related to crashes and enforcement activities will be evaluated by the Safetynet Coordinator and MCSAP Coordinator using the FMCSA's database for the last available calendar year that will be compared with subsequent years.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

Projected Goals for FY 2019 - 2021: 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 2019, 2020 and 2021 must also be included.

The AHP will strive to increase the number of motorcoach inspections conducted in the state. The identification of destination points will continue to be researched and cooperation sought from the parties responsible for these locations. The AHP will continue to participate in FMCSA enforcement programs and make plans to increase the enforcement activities related to passenger carrying commercial motor vehicles, in addition to, possible directed enforcement activities specific to these vehicles types.

With the implementation of a Passenger Vehicle Inspection Program, Arkansas expects to see a reduction in fatalities.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

Annual passenger carrier enforcement benchmarks for FY 2019, 2020 and 2021.

FY 2019	FY 2020	FY 2021
Level 1: Full - 65	Level 1: Full: - 74	Level 1: Full - 83
Level 2: Walk-Around - 150	Level 2: Walk-Around - 172	Level 2: Walk-Around - 195
Level 3: Driver-Only - 150	Level 3: Driver-Only - 172	Level 3: Driver-Only - 195
Level 5: Vehicle-Only - 65	Level 5: Vehicle-Only - 74	Level 5: Vehicle-Only - 83
Total - 430	Total - 492	Total - 556

Program Activities for FY 2019 - 2021: Provide additional information regarding how these activities will be implemented.

The AHP plans to utilize the trained officers and acquired inspection equipment to expand its inspection program for passenger vehicles. The AHP will strive to schedule inspection events quarterly at various locations throughout the state as determined by the MCSAP Coordinator. These inspection events will include destination, terminal and intransit inspections, dependent on circumstances and adherence to FMCSA policy.

The AHP will compare the projected increase in MCSAP inspections and traffic enforcement against future crash statistics to evaluate the performance of the program during FFY 2018 and future years. Using available data, the AHP will identify passenger carrier vehicles domiciled within the state as well as destination venues with a high tourism rate by this type vehicle. This data should provide a basis for increasing the number of passenger vehicle inspections.

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.

Arkansas will compare the number of inspections performed on passenger carrying CMV's annually to previous year totals. Traffic enforcement activity, relative to the operation of these types of vehicles, will be tracked and identified during FMCSA or state directed enforcement efforts. Crash data for the previous and subsequent time periods will be evaluated and compared. Data related to passenger carrying CMV's will be monitored by using officer activity reports and FMCSA databases through the Safetynet Coordinator. The MCSAP Coordinator or designee will evaluate the activity quarterly and annually.

Part 3 Section 3 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY2018 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 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 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.

CMV Crash Reduction / 17 County High Crash Corridor

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

Crash reduction of 10% over the life of the objective

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

During the life of this objective, Fatal CMV crashes have dropped from 30 in CY2014 to 28 in CY2015 to 27 in CY2016 in the identified area. This decrease represents a reduction of 10%. Fatal CMV crashes have increased from 27 in CY2016 in the identified area to 32 in CY2017. In the first seven months of CY2018 the 17 County Crash Corridor has recorded 22 Fatal CMV crashes.

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

The plan for achieving the goal has been multiple faceted and included speed/traffic enforcements, weight enforcements, and MCSAP inspections. Even with reduced staffing levels, each AHP District has been tasked with conducting special enforcement/directives.

Part 3 Section 4 - State Specific Objectives – Future

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 2019 - 2021. 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.

Enforcement in Construction Zones and Education of the Traffic Incident Management Systems

Narrative Overview for FY 2019 - 2021

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

Lack of education and personnel to plan and coordinate a program to detect and remove incidents and restore traffic capacity as safely and quickly as possible.

Projected Goals for FY 2019 - 2021:

Enter performance goal.

Traffic Incident Management Systems (TIMS) is a project to develop technical guidance including training systems and programs for the police, fire, emergency services, ARDOT employees and towing and recovery personnel in a traffic incident. This will enhance compliance with US DOT Manual of Uniform Traffic Control Devices (MUTCD). This training provides information of safe and effective management of emergency incidents that occur on roadways. These include fires, collisions, hazardous materials incidents, and other incidents that expose emergency responders to the hazards of working on active roadways.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

With any upcoming highway work zone, all ARDOT and AHP personnel assigned to the work area will attend a TIMS training class. This program will be an outreach to other emergency services that may respond and will outline the best practices, including communication procedures.

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.

At this time no data will be provided for quarterly reporting.

State Objective #2

Enter the title of your State-Identified Objective.

Enforcement in Construction Zones and Education of the Traffic Incident Management Systems

Narrative Overview for FY 2019 - 2021

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

***Projected Goals for FY 2019 - 2021:
Enter performance goal.***

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

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.

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	\$4,376,928.00	\$771,793.00	\$5,148,721.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$771,793.00
MOE Baseline:	\$554,017.00

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):	\$771,793.00
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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
Captain	5	20.0000	\$105,859.00	\$105,859.00	\$89,990.74	\$15,868.26	\$0.00
1st Lieutenant	7	21.0000	\$74,451.00	\$109,442.97	\$93,037.47	\$16,405.50	\$0.00
2nd Lieutenant	4	25.0000	\$68,614.00	\$68,614.00	\$58,328.76	\$10,285.24	\$0.00
Sergeant	27	15.0000	\$57,474.93	\$232,773.46	\$197,880.72	\$34,892.74	\$0.00
Bookkeeper	1	50.0000	\$39,884.00	\$19,942.00	\$16,952.69	\$2,989.31	\$0.00
Office Manager	1	50.0000	\$57,694.00	\$28,847.00	\$24,522.83	\$4,324.17	\$0.00
MCS Data Specialist	1	100.0000	\$49,114.00	\$49,114.00	\$41,751.81	\$7,362.19	\$0.00
Technical Support	1	50.0000	\$69,597.00	\$34,798.50	\$29,582.20	\$5,216.30	\$0.00
MCS Specialist	2	100.0000	\$34,255.00	\$68,510.00	\$58,240.35	\$10,269.65	\$0.00
MCS Inspector	2	100.0000	\$64,922.00	\$129,844.00	\$110,380.38	\$19,463.62	\$0.00
MCS Auditors	4	100.0000	\$41,177.50	\$164,710.00	\$140,019.97	\$24,690.03	\$0.00
Corporal	26	23.0000	\$53,853.50	\$322,043.93	\$273,769.54	\$48,274.39	\$0.00
Patrol Officer First Class	31	37.0000	\$48,942.90	\$561,375.06	\$477,224.94	\$84,150.12	\$554,017.00
Patrol Officer	46	31.0000	\$43,039.75	\$613,746.83	\$521,746.18	\$92,000.65	\$0.00
Data Entry Operator	1	100.0000	\$31,928.00	\$31,928.00	\$27,141.99	\$4,786.01	\$0.00
Subtotal: Salary				\$2,541,548.75	\$2,160,570.57	\$380,978.18	\$554,017.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$2,541,548.75	\$2,160,570.57	\$380,978.18	\$554,017.00
Accounting Method:							

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

The Arkansas Highway Police (AHP) employs 117 full time law enforcement officers who work part time on MCSAP eligible enforcement activities. The AHP plans to hire an additional 30 full time law enforcement officers during Federal Fiscal Year 2019 who will work part time on MCSAP eligible enforcement activities. The AHP also employs seven civilian employees to support law enforcement officers. Four of these positions (MCS Specialist (2), Data Entry Operator, and MCS Data Specialist) are full time. The Bookkeeper, Office Manager, and Technical Support positions are all part time.

The AHP employs four MCS Auditors who work full time on the New Entrant Auditor Program.

Increased Patrol Officer % of Time on MCSAP Grant.

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
Captain	57.5000	100.0000	\$105,859.00	\$60,868.92	\$51,744.67	\$9,124.25	\$0.00
1st Lieutenant	57.5000	100.0000	\$109,442.97	\$62,929.70	\$53,496.54	\$9,433.16	\$0.00
2nd Lieutenant	57.5000	100.0000	\$68,614.00	\$39,453.05	\$33,539.04	\$5,914.01	\$0.00
Sergeant	57.5000	100.0000	\$232,773.46	\$133,844.73	\$113,781.40	\$20,063.33	\$0.00
Bookkeeper	57.5000	100.0000	\$19,942.00	\$11,466.65	\$9,747.80	\$1,718.85	\$0.00
Office Manager	57.5000	100.0000	\$28,847.00	\$16,587.02	\$14,100.63	\$2,486.39	\$0.00
SafetyNet Coordinator	57.5000	100.0000	\$49,114.00	\$28,240.55	\$24,007.29	\$4,233.26	\$0.00
Technical Support	57.5000	100.0000	\$34,798.50	\$20,009.13	\$17,009.76	\$2,999.37	\$0.00
MCS Inspector	57.5000	100.0000	\$129,844.00	\$74,660.30	\$63,468.72	\$11,191.58	\$0.00
MCS Auditors	57.5000	100.0000	\$164,710.00	\$94,708.25	\$80,511.48	\$14,196.77	\$0.00
MCS Specialist	57.5000	100.0000	\$68,510.00	\$39,393.25	\$33,488.20	\$5,905.05	\$0.00
Corporal	57.5000	100.0000	\$322,043.93	\$185,175.25	\$157,417.48	\$27,757.77	\$0.00
Patrol Officer First Class	57.5000	100.0000	\$561,375.06	\$322,790.65	\$274,404.33	\$48,386.32	\$0.00
Patrol Officer	57.5000	100.0000	\$613,746.83	\$352,904.42	\$300,004.05	\$52,900.37	\$0.00
Data Entry Operator	57.5000	100.0000	\$31,928.00	\$18,358.60	\$15,606.65	\$2,751.95	\$0.00
Uniform Allowance	100.0000	100.0000	\$68,129.00	\$68,129.00	\$57,916.46	\$10,212.54	\$0.00
Expense Allowance	100.0000	100.0000	\$90,561.00	\$90,561.00	\$76,985.91	\$13,575.09	\$0.00
TOTAL: Fringe Benefits				\$1,620,080.47	\$1,377,230.41	\$242,850.06	\$0.00

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

The cognizant agency for the AHP, the Arkansas Department of Transportation (ARDOT), currently charges 57.5% of salaries expense for fringe benefits. Elements of the cost for fringe benefits include:

- Retirement (State's matching portion) is 12.9% of employee's salary.
- Social Security (State's matching portion) is 7.65% of employee's salary.
- Leave Time is 15.9% of salaries which are charged to federal grants or federal highway jobs.
- Unemployment and Worker's Compensation is 1.01% of salaries as required by the State to fund unemployment and worker's compensation.
- Group Insurance (State's matching portion) is 12.27% of salaries and covers a portion of employee's health insurance.
- Administration fees of Section 125 Cafeteria Plan is 0%
- Service Recognition Payments is 1.96% of salaries. The amounts of service recognition payments are: 10-14 years \$600; 15-19 years \$700; 20-24 years \$800; 25 years and up \$900.

Also included in Fringe Benefits are:

- Expense Allowance Part Time. The Expense Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 57% of \$1.91 (\$1.09).
- Uniform Allowance Part Time. The Uniform Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 43% of \$1.91 (\$.82).

Increased Patrol Officer Fringe Benefits.

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
COHMED Annual Conference	1	5	100.0000	\$1,600.00	\$1,360.16	\$239.84	\$0.00
CVSA Executive Meeting - Fall	1	5	100.0000	\$1,600.00	\$1,360.16	\$239.84	\$0.00
CVSA Executive Meeting - Spring	1	5	100.0000	\$1,600.00	\$1,360.16	\$239.84	\$0.00
CVSA Workshop	4	7	100.0000	\$7,600.00	\$6,460.76	\$1,139.24	\$0.00
CVSA Annual Conference - Fall	4	7	100.0000	\$8,000.00	\$6,800.80	\$1,199.20	\$0.00
FMCSA Workshop	1	3	100.0000	\$1,000.00	\$850.10	\$149.90	\$0.00
Safetynet IT Workshop/Data Quality	2	6	100.0000	\$3,600.00	\$3,060.36	\$539.64	\$0.00
NAIC '18	2	5	100.0000	\$3,600.00	\$3,060.36	\$539.64	\$0.00
MCSAP Grant Workshop	4	5	100.0000	\$6,400.00	\$5,440.64	\$959.36	\$0.00
Grants Management Training	3	5	100.0000	\$4,000.00	\$3,400.40	\$599.60	\$0.00
NADVI Part A & B	30	10	100.0000	\$46,500.00	\$39,529.65	\$6,970.35	\$0.00
General HM	30	5	100.0000	\$23,250.00	\$19,764.82	\$3,485.18	\$0.00
Compliance Review	1	10	100.0000	\$2,500.00	\$2,125.25	\$374.75	\$0.00
In-Service Training (July)	25	4	100.0000	\$15,500.00	\$13,176.55	\$2,323.45	\$0.00
Post Crash (AHP) Refresher	15	5	100.0000	\$11,625.00	\$9,882.41	\$1,742.59	\$0.00
NE Auditor Refresher	5	5	100.0000	\$5,000.00	\$4,250.50	\$749.50	\$0.00
Roadcheck	11	3	100.0000	\$5,115.00	\$4,348.26	\$766.74	\$0.00
MCSAP Special Enforcement Travel	10	3	100.0000	\$4,650.00	\$3,952.97	\$697.03	\$0.00
Hazmat Refresher	50	10	100.0000	\$77,500.00	\$65,882.75	\$11,617.25	\$0.00
SPE Course	20	5	100.0000	\$15,500.00	\$13,176.55	\$2,323.45	\$0.00
Standard Field Sobriety Testing	33	3	100.0000	\$15,300.00	\$13,006.53	\$2,293.47	\$0.00
TOTAL: Travel				\$261,440.00	\$222,250.14	\$39,189.86	\$0.00

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

The total amount budgeted for routine MCSAP and New Entrant related travel is \$9,765. The total amount budgeted for Conference Travel is \$39,000. The total amount budgeted for Training travel is \$212,675. The Grand Total for Travel is \$261,440.

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
Weigh Station Cameras	9	\$12,777.78	100	\$115,000.02	\$97,761.52	\$17,238.50	\$0.00
TOTAL: Equipment				\$115,000.02	\$97,761.52	\$17,238.50	\$0.00
Equipment threshold is greater than \$5,000.							

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

Nine video/audio cameras to be installed at nine weigh/inspection facilities. These cameras will be fixed to video and record the driver interview portion of roadside safety inspections. These video recordings are often utilized when addressing Data Q challenges.

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
Latex Gloves	400 box	\$8.03	100.0000	\$3,212.00	\$2,730.52	\$481.48	\$0.00
Paper	50 case	\$29.32	100.0000	\$1,466.00	\$1,246.25	\$219.75	\$0.00
Laptop Computers	21 each	\$2,000.00	100.0000	\$42,000.00	\$35,704.20	\$6,295.80	\$0.00
Printers	30 each	\$200.00	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
Chamber Mates	42 each	\$47.00	100.0000	\$1,974.00	\$1,678.10	\$295.90	\$0.00
Creepers	10 each	\$85.00	100.0000	\$850.00	\$722.58	\$127.42	\$0.00
Creeper Wheels	60 each	\$6.00	100.0000	\$360.00	\$306.04	\$53.96	\$0.00
Chocks	30 each	\$14.00	100.0000	\$420.00	\$357.04	\$62.96	\$0.00
Air Pressure Gauges	45 each	\$4.00	100.0000	\$180.00	\$153.02	\$26.98	\$0.00
Various Drug Kits	25 each	\$23.50	100.0000	\$587.50	\$499.43	\$88.07	\$0.00
Equipment Bags	41 each	\$60.00	100.0000	\$2,460.00	\$2,091.25	\$368.75	\$0.00
Post Crash Cameras	7 each	\$164.50	100.0000	\$1,151.50	\$978.89	\$172.61	\$0.00
Inspection Replacement Cameras	10 each	\$200.00	100.0000	\$2,000.00	\$1,700.20	\$299.80	\$0.00
Flashlights	30 each	\$119.00	100.0000	\$3,570.00	\$3,034.86	\$535.14	\$0.00
Batteries- Flashlights	40 each	\$16.00	100.0000	\$640.00	\$544.06	\$95.94	\$0.00
Batteries-Radios	40 each	\$90.00	100.0000	\$3,600.00	\$3,060.36	\$539.64	\$0.00
Postage	12 month	\$9.50	100.0000	\$114.00	\$96.91	\$17.09	\$0.00
Envelopes	20 bundles	\$10.70	100.0000	\$214.00	\$181.92	\$32.08	\$0.00
Post-its, tape, paper clips, pens	20 each	\$8.62	100.0000	\$172.40	\$146.56	\$25.84	\$0.00
Hanging Folders	11 box	\$2.80	100.0000	\$30.80	\$26.18	\$4.62	\$0.00
Paper-Fax Machine	37 case	\$29.32	100.0000	\$1,084.84	\$922.22	\$162.62	\$0.00
Toner-Fax machine	24 each	\$87.40	100.0000	\$2,097.60	\$1,783.17	\$314.43	\$0.00
Toner/Ink Tanks	503 each	\$12.00	100.0000	\$6,036.00	\$5,131.20	\$904.80	\$0.00
Creeper headrest	30 each	\$5.50	100.0000	\$165.00	\$140.27	\$24.73	\$0.00
Jumpsuit/Shirts	1	\$800.00	100.0000	\$800.00	\$680.08	\$119.92	\$0.00
TOTAL: Supplies				\$81,185.64	\$69,015.91	\$12,169.73	\$0.00

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

MCSAP Inspection/Enforcement Supplies Include:

- Chamber mates
- Creepers and replacement wheels for creepers
- Chocks
- Air pressure gauges
- Latex gloves
- Equipment bags
- Post crash cameras
- Inspection replacement cameras
- Flashlights
- Flashlight batteries
- Radio batteries
- Postage
- Various drug kits
- Toner and Ink tanks
- Paper (increased from 35 cases to 37 cases)
- Creeper Headrest
- Printers (increased from 21 to 30)
- Laptop Computers (Increased from 16 to 21)
- Jumpsuits/Shirts

Projected Expenditures for MCSAP Inspection/Enforcement supplies total \$77,644.64 annually or \$6,470.39 per month.

Funding is requested for twenty one new laptop computers to replace laptops as needed for New Entrant Auditors and Inspection Officers.

Funding is also requested to purchase thirty new printers to replace printers as needed for the New Entrant Auditors and Inspection Officers.

Office Supplies include:

- Envelopes
- Post-Its, tape, paper clips, pens, hanging folders, and clip boards
- Paper and toner for fax machine

Projected expenditures for Office Supplies total \$3,541 annually or \$295.08 monthly.

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
Shred-It	12 month	\$500.00	100.0000	\$6,000.00	\$5,100.60	\$899.40	\$0.00
800 Number	12 month	\$2.00	100.0000	\$24.00	\$20.40	\$3.60	\$0.00
ACIC monthly usage	12 month	\$1,050.00	100.0000	\$12,600.00	\$10,711.26	\$1,888.74	\$0.00
CVSA Decals (1008 x 4 quarters)	4032 quarter	\$0.28	100.0000	\$1,128.96	\$959.73	\$169.23	\$0.00
CVSA Dues	1 year	\$12,900.00	100.0000	\$12,900.00	\$10,966.29	\$1,933.71	\$0.00
Citations	5000 each	\$0.12	100.0000	\$600.00	\$510.06	\$89.94	\$0.00
Cell Phones	12 month	\$1,312.00	100.0000	\$15,744.00	\$13,383.97	\$2,360.03	\$0.00
Data Cards	12 month	\$4,640.00	100.0000	\$55,680.00	\$47,333.57	\$8,346.43	\$0.00
CVSA Workshop	4 each	\$550.00	100.0000	\$2,200.00	\$1,870.22	\$329.78	\$0.00
Fleet Costs	12 month	\$3,208.33	100.0000	\$38,499.96	\$32,728.82	\$5,771.14	\$0.00
MCSAP Inspection Services	1 each	\$550.00	100.0000	\$550.00	\$467.55	\$82.45	\$0.00
Out of Service Books	172 each	\$25.00	100.0000	\$4,300.00	\$3,655.43	\$644.57	\$0.00
HAZMAT Books	172 each	\$26.82	100.0000	\$4,613.04	\$3,921.55	\$691.49	\$0.00
Safetynet IT Workshop	2 each	\$500.00	100.0000	\$1,000.00	\$850.10	\$149.90	\$0.00
Practical Cargo Securement Books	30 each	\$30.00	100.0000	\$900.00	\$765.09	\$134.91	\$0.00
FMCSR Management Edition Books	172 each	\$11.69	100.0000	\$2,010.68	\$1,709.28	\$301.40	\$0.00
Portable Restrooms	2 each	\$185.00	100.0000	\$370.00	\$314.54	\$55.46	\$0.00
Portable Lights	4 each	\$279.50	100.0000	\$1,118.00	\$950.41	\$167.59	\$0.00
ITD O&M (AR CVIEW)	1 year	\$75,000.00	100.0000	\$75,000.00	\$63,757.50	\$11,242.50	\$0.00
ITD O&M (ARPARS)	1 year	\$130,000.00	100.0000	\$130,000.00	\$110,513.00	\$19,487.00	\$0.00
CVSA Annual Conference	4 each	\$550.00	100.0000	\$2,200.00	\$1,870.22	\$329.78	\$0.00
CVSA COHMED	1 each	\$550.00	100.0000	\$550.00	\$467.55	\$82.45	\$0.00
Tents	2 each	\$111.00	100.0000	\$222.00	\$188.72	\$33.28	\$0.00
Trash bags and towels	10 each	\$25.80	100.0000	\$258.00	\$219.33	\$38.67	\$0.00

ITD O&M (Mainline WIM)	1 each	\$161,000.00	100.0000	\$161,000.00	\$136,866.10	\$24,133.90	\$0.00
TOTAL: Other Costs				\$529,468.64	\$450,101.29	\$79,367.35	\$0.00

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

The Arkansas Crime Information Center (ACIC) is used by officers to verify driver license, driver history, driver medical certification and/or and Out of Service criteria on a company's DOT number. The Arkansas Department of Transportation (ARDOT) Radio Room has terminals.

Communications covers data cards, so officers can connect to the FMCSA portal and upload inspections into ASPEN. It also covers cell phone usage for supervisory personnel.

Fleet Costs covers gas, repairs, maintenance, and parking, calculated at \$.12 a mile for federally purchased vehicles.

ITD O&M cost: Iteris - \$75,000 for AR CVIEW annual maintenance and operations. Bentley Systems Inc. - \$130,000 for the Arkansas Permitting and Routing System (ARPARS) annual maintenance and operations. This electronic system is utilized for the safe routing of oversized/overweight vehicles. In addition, prior to issuing permits all carriers are automatically checked for Federal Out of Service Orders. Intelligent Imaging Systems (Mainline WIM) - \$161,000 ; Intelligent Imaging Systems installed a mainline weigh in motion system on interstates 40 and 55 in Crittenden county which include LPR's, cameras, and US Dot Readers. This system provides prescreenings to CMV's in order to identify high risk carriers, OOS carriers or those without proper credentials while traveling on a mainline.

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	\$4,376,928.00	\$771,793.00	\$5,148,721.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$771,793.00
MOE Baseline:	\$554,017.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Captain	\$89,990.74	\$15,868.26	\$105,859.00	\$0.00
1st Lieutenant	\$93,037.47	\$16,405.50	\$109,442.97	\$0.00
2nd Lieutenant	\$58,328.76	\$10,285.24	\$68,614.00	\$0.00
Sergeant	\$197,880.72	\$34,892.74	\$232,773.46	\$0.00
Bookkeeper	\$16,952.69	\$2,989.31	\$19,942.00	\$0.00
Office Manager	\$24,522.83	\$4,324.17	\$28,847.00	\$0.00
MCS Data Specialist	\$41,751.81	\$7,362.19	\$49,114.00	\$0.00
Technical Support	\$29,582.20	\$5,216.30	\$34,798.50	\$0.00
MCS Specialist	\$58,240.35	\$10,269.65	\$68,510.00	\$0.00
MCS Inspector	\$110,380.38	\$19,463.62	\$129,844.00	\$0.00
MCS Auditors	\$140,019.97	\$24,690.03	\$164,710.00	\$0.00
Corporal	\$273,769.54	\$48,274.39	\$322,043.93	\$0.00
Patrol Officer First Class	\$477,224.94	\$84,150.12	\$561,375.06	\$554,017.00
Patrol Officer	\$521,746.18	\$92,000.65	\$613,746.83	\$0.00
Data Entry Operator	\$27,141.99	\$4,786.01	\$31,928.00	\$0.00
Salary Subtotal	\$2,160,570.57	\$380,978.18	\$2,541,548.75	\$554,017.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$2,160,570.57	\$380,978.18	\$2,541,548.75	\$554,017.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Captain	\$51,744.67	\$9,124.25	\$60,868.92	\$0.00
1st Lieutenant	\$53,496.54	\$9,433.16	\$62,929.70	\$0.00
2nd Lieutenant	\$33,539.04	\$5,914.01	\$39,453.05	\$0.00
Sergeant	\$113,781.40	\$20,063.33	\$133,844.73	\$0.00
Bookkeeper	\$9,747.80	\$1,718.85	\$11,466.65	\$0.00
Office Manager	\$14,100.63	\$2,486.39	\$16,587.02	\$0.00
SafetyNet Coordinator	\$24,007.29	\$4,233.26	\$28,240.55	\$0.00
Technical Support	\$17,009.76	\$2,999.37	\$20,009.13	\$0.00
MCS Inspector	\$63,468.72	\$11,191.58	\$74,660.30	\$0.00
MCS Auditors	\$80,511.48	\$14,196.77	\$94,708.25	\$0.00
MCS Specialist	\$33,488.20	\$5,905.05	\$39,393.25	\$0.00
Corporal	\$157,417.48	\$27,757.77	\$185,175.25	\$0.00
Patrol Officer First Class	\$274,404.33	\$48,386.32	\$322,790.65	\$0.00
Patrol Officer	\$300,004.05	\$52,900.37	\$352,904.42	\$0.00
Data Entry Operator	\$15,606.65	\$2,751.95	\$18,358.60	\$0.00
Uniform Allowance	\$57,916.46	\$10,212.54	\$68,129.00	\$0.00
Expense Allowance	\$76,985.91	\$13,575.09	\$90,561.00	\$0.00
Fringe Benefits total	\$1,377,230.41	\$242,850.06	\$1,620,080.47	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
COHMED Annual Conference	\$1,360.16	\$239.84	\$1,600.00	\$0.00
CVSA Executive Meeting - Fall	\$1,360.16	\$239.84	\$1,600.00	\$0.00
CVSA Executive Meeting - Spring	\$1,360.16	\$239.84	\$1,600.00	\$0.00
CVSA Workshop	\$6,460.76	\$1,139.24	\$7,600.00	\$0.00
CVSA Annual Conference - Fall	\$6,800.80	\$1,199.20	\$8,000.00	\$0.00
FMCSA Workshop	\$850.10	\$149.90	\$1,000.00	\$0.00
Safetynet IT Workshop/Data Quality	\$3,060.36	\$539.64	\$3,600.00	\$0.00
NAIC '18	\$3,060.36	\$539.64	\$3,600.00	\$0.00
MCSAP Grant Workshop	\$5,440.64	\$959.36	\$6,400.00	\$0.00
Grants Management Training	\$3,400.40	\$599.60	\$4,000.00	\$0.00
NADVI Part A & B	\$39,529.65	\$6,970.35	\$46,500.00	\$0.00
General HM	\$19,764.82	\$3,485.18	\$23,250.00	\$0.00
Compliance Review	\$2,125.25	\$374.75	\$2,500.00	\$0.00
In-Service Training (July)	\$13,176.55	\$2,323.45	\$15,500.00	\$0.00
Post Crash (AHP) Refresher	\$9,882.41	\$1,742.59	\$11,625.00	\$0.00
NE Auditor Refresher	\$4,250.50	\$749.50	\$5,000.00	\$0.00
Roadcheck	\$4,348.26	\$766.74	\$5,115.00	\$0.00
MCSAP Special Enforcement Travel	\$3,952.97	\$697.03	\$4,650.00	\$0.00
Hazmat Refresher	\$65,882.75	\$11,617.25	\$77,500.00	\$0.00
SPE Course	\$13,176.55	\$2,323.45	\$15,500.00	\$0.00
Standard Field Sobriety Testing	\$13,006.53	\$2,293.47	\$15,300.00	\$0.00
Travel total	\$222,250.14	\$39,189.86	\$261,440.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Weigh Station Cameras	\$97,761.52	\$17,238.50	\$115,000.02	\$0.00
Equipment total	\$97,761.52	\$17,238.50	\$115,000.02	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Latex Gloves	\$2,730.52	\$481.48	\$3,212.00	\$0.00
Paper	\$1,246.25	\$219.75	\$1,466.00	\$0.00
Laptop Computers	\$35,704.20	\$6,295.80	\$42,000.00	\$0.00
Printers	\$5,100.60	\$899.40	\$6,000.00	\$0.00
Chamber Mates	\$1,678.10	\$295.90	\$1,974.00	\$0.00
Creepers	\$722.58	\$127.42	\$850.00	\$0.00
Creeper Wheels	\$306.04	\$53.96	\$360.00	\$0.00
Chocks	\$357.04	\$62.96	\$420.00	\$0.00
Air Pressure Gauges	\$153.02	\$26.98	\$180.00	\$0.00
Various Drug Kits	\$499.43	\$88.07	\$587.50	\$0.00
Equipment Bags	\$2,091.25	\$368.75	\$2,460.00	\$0.00
Post Crash Cameras	\$978.89	\$172.61	\$1,151.50	\$0.00
Inspection Replacement Cameras	\$1,700.20	\$299.80	\$2,000.00	\$0.00
Flashlights	\$3,034.86	\$535.14	\$3,570.00	\$0.00
Batteries-Flashlights	\$544.06	\$95.94	\$640.00	\$0.00
Batteries-Radios	\$3,060.36	\$539.64	\$3,600.00	\$0.00
Postage	\$96.91	\$17.09	\$114.00	\$0.00
Envelopes	\$181.92	\$32.08	\$214.00	\$0.00
Post-its, tape, paper clips, pens	\$146.56	\$25.84	\$172.40	\$0.00
Hanging Folders	\$26.18	\$4.62	\$30.80	\$0.00
Paper-Fax Machine	\$922.22	\$162.62	\$1,084.84	\$0.00
Toner-Fax machine	\$1,783.17	\$314.43	\$2,097.60	\$0.00
Toner/Ink Tanks	\$5,131.20	\$904.80	\$6,036.00	\$0.00
Creeper headrest	\$140.27	\$24.73	\$165.00	\$0.00
Jumpsuit/Shirts	\$680.08	\$119.92	\$800.00	\$0.00
Supplies total	\$69,015.91	\$12,169.73	\$81,185.64	\$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
Shred-It	\$5,100.60	\$899.40	\$6,000.00	\$0.00
800 Number	\$20.40	\$3.60	\$24.00	\$0.00
ACIC monthly usage	\$10,711.26	\$1,888.74	\$12,600.00	\$0.00
CVSA Decals (1008 x 4 quarters)	\$959.73	\$169.23	\$1,128.96	\$0.00
CVSA Dues	\$10,966.29	\$1,933.71	\$12,900.00	\$0.00
Citations	\$510.06	\$89.94	\$600.00	\$0.00
Cell Phones	\$13,383.97	\$2,360.03	\$15,744.00	\$0.00
Data Cards	\$47,333.57	\$8,346.43	\$55,680.00	\$0.00
CVSA Workshop	\$1,870.22	\$329.78	\$2,200.00	\$0.00
Fleet Costs	\$32,728.82	\$5,771.14	\$38,499.96	\$0.00
MCSAP Inspection Services	\$467.55	\$82.45	\$550.00	\$0.00
Out of Service Books	\$3,655.43	\$644.57	\$4,300.00	\$0.00
HAZMAT Books	\$3,921.55	\$691.49	\$4,613.04	\$0.00
Safetynet IT Workshop	\$850.10	\$149.90	\$1,000.00	\$0.00
Practical Cargo Securement Books	\$765.09	\$134.91	\$900.00	\$0.00
FMCSR Management Edition Books	\$1,709.28	\$301.40	\$2,010.68	\$0.00
Portable Restrooms	\$314.54	\$55.46	\$370.00	\$0.00
Portable Lights	\$950.41	\$167.59	\$1,118.00	\$0.00
ITD O&M (AR CVIEW)	\$63,757.50	\$11,242.50	\$75,000.00	\$0.00
ITD O&M (ARPARS)	\$110,513.00	\$19,487.00	\$130,000.00	\$0.00
CVSA Annual Conference	\$1,870.22	\$329.78	\$2,200.00	\$0.00
CVSA COHMED	\$467.55	\$82.45	\$550.00	\$0.00
Tents	\$188.72	\$33.28	\$222.00	\$0.00
Trash bags and towels	\$219.33	\$38.67	\$258.00	\$0.00
ITD O&M (Mainline WIM)	\$136,866.10	\$24,133.90	\$161,000.00	\$0.00
Other Costs total	\$450,101.29	\$79,367.35	\$529,468.64	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,376,929.84	\$771,793.68	\$5,148,723.52	\$554,017.00
Total Costs Budgeted	\$4,376,929.84	\$771,793.68	\$5,148,723.52	\$554,017.00

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	\$4,376,928.00	\$771,793.00	\$5,148,721.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$771,793.00
MOE Baseline:	\$554,017.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,160,570.57	\$380,978.18	\$2,541,548.75	\$554,017.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$2,160,570.57	\$380,978.18	\$2,541,548.75	\$554,017.00
Fringe Benefits Total	\$1,377,230.41	\$242,850.06	\$1,620,080.47	\$0.00
Travel Total	\$222,250.14	\$39,189.86	\$261,440.00	\$0.00
Equipment Total	\$97,761.52	\$17,238.50	\$115,000.02	\$0.00
Supplies Total	\$69,015.91	\$12,169.73	\$81,185.64	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$450,101.29	\$79,367.35	\$529,468.64	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,376,929.84	\$771,793.68	\$5,148,723.52	\$554,017.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$4,376,929.84	\$771,793.68	\$5,148,723.52	\$554,017.00

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? Scott E. Bennett, P.E.
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Colonel William J. Bryant
4. What is this person's title? Director

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

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

State Certification declaration:

I, Scott E. Bennett, P.E., Director, on behalf of the State of ARKANSAS, 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? Scott E. Bennett, P.E.
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 501-569-2211 Scott.Bennett@ardot.gov

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

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

I, Scott E. Bennett, P.E., 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

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Scott E. Bennett, P.E., Director**, 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 below.

- (1) Vehicles with less than 10,000 pounds gross vehicle weight are exempt from the hazardous materials regulations when such vehicles are used in the distribution or application of hazardous materials in immediate intrastate farming operations. This exemption also applies to nurse tanks, provided operations on public highways are restricted to speeds of 25 miles per hour or less, and the origin and destination of the transport trip is wholly within the State of Arkansas. This exemption is not applicable in interstate commerce. Text of variance: Parts 100-199
- (2) Tank trucks constructed for the transportation of LPG built and purchased prior to December 31, 1978, are exempt from Part 178.337, as amended, however they must continue to meet required standards (ASME requirements) that were in effect prior to March 15, 1977. The origin and destination of the truck's transport trip must be wholly within the State of Arkansas, but is not exempt from any of the other hazardous materials transportation regulations. This exemption is not applicable in interstate commerce. Text of variance: Part 178.337, as amended.

There were no statutory or regulatory changes made during the last reporting period.

Signature of Certifying Official: Scott E. Bennett

Title of Certifying Official: DIRECTOR

Date of Certification: 7/23/2018

Certification of MCSAP Conformance (State Certification) – FY 2019

I, **Scott E. Bennett, P.E., Director of the Arkansas Department Transportation**, on behalf of the **State of Arkansas**, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated **Arkansas Department of Transportation** as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the **Arkansas Highway Police** to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is ***Colonel William J. Bryant, Director of the Arkansas State Police.***

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

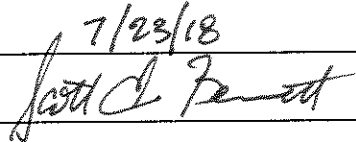
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 7/23/18
Signature 

ARKANSAS

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2019 - 2021

Part 1 - MCSAP Overview

1 - Introduction

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

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

The 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 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- 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 either a single year, 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.

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire 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 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 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 Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, 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.

In addition, 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.

2 - Mission/Goal Statement

Instructions:

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

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

The official mission of the Arkansas Highway Police (AHP) is to protect the public and the Intermodal Transportation System through the enforcement of state laws. By employing innovative and effective enforcement strategies based upon statistical data, the AHP will continue to pursue improvement of highway safety through the reduction of commercial motor vehicle (CMV) crashes with the goal of also reducing the rate of truck related fatalities. Focusing on problem specific activities in the carrier industry, as identified by CSA and other information sources, will ultimately aid in the reduction of these fatalities and motor carrier violations as a whole.

All state laws and adopted federal regulations pertaining to size, weight, driver, vehicle safety and hazardous materials transportation will be administered fairly and impartially focusing on the ultimate goal of a safer highway environment. This effort will be approached as a partnership between state and federal enforcement agencies, the motor carrier industry, the motoring public and other highway safety stakeholders. All available resources including education and enforcement activities will continue to be utilized.

3 - MCSAP Structure Explanation

Instructions:

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

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

The Arkansas Highway Police (AHP) Division of the Arkansas Department of Transportation (ArDOT) is the lead MCSAP agency as designated by the Governor and the only agency enforcing Federal Motor Carrier Safety Regulations in the State. The agency is currently staffed with 119 certified state law enforcement officers assigned statewide to weigh/inspection stations and patrol units. AHP plans on hiring additional 30 officers in the fourth quarter of FFY 2018 and continuing into FFY 2019. AHP officers are tasked with wide-ranging enforcement responsibilities in commercial vehicle operations to include compliance with; motor carrier safety regulations, size and weight laws, motor fuel tax laws, criminal and traffic laws and hazardous materials transportation regulations. The AHP has been officially designated by the Arkansas Highway Commission as the only organization in Arkansas having the authority to enforce motor carrier safety regulations.

4 - MCSAP Structure**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	ARKANSAS HIGHWAY POLICE
Enter total number of personnel participating in MCSAP activities	125
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	101
Traffic Enforcement Activities	101
Investigations*	6
Public Education and Awareness	10
Data Collection and Reporting	6
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	N/A
Enter total number of personnel participating in MCSAP activities	
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	
Traffic Enforcement Activities	
Investigations*	
Public Education and Awareness	
Data Collection and Reporting	
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 - 2021 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

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

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

2 - CMV Crash Reduction

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

Trend Analysis for 2013 - 2017

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: Large Truck Fatal Crashes per 100M VMT

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	12/31/2017	98	0.20	0.24
01/01/2016	12/31/2016	74	0.20	0.14
01/01/2015	12/31/2015	87	0.20	0.25
01/01/2014	12/31/2014	89	0.20	0.32
01/01/2013	12/31/2013	90	0.20	0.21

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	12/31/2017	2	0	2
01/01/2016	12/31/2016	2	0	2
01/01/2015	12/31/2015	9	0	9
01/01/2014	12/31/2014	2	0	2
01/01/2013	12/31/2013	2	0	2

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	12/31/2017	3	0	3
01/01/2016	12/31/2016	1	0	1
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	1	0	1

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

Safetynet Reports ran June 2018 *Note: 98 fatalities for CY 2017 were result of 86 crashes.

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

Arkansas will continue to conduct hazardous materials inspections as they apply to commercial motor vehicles that operate in the state, and participate in related strike force operations sponsored by the FMCSA. In addition, officers will continue to monitor the operation of these identified vehicles for traffic violations and take action based upon their observations.

The reporting of and data collection related to highway incidents involving hazardous materials is mandated by state law, the Arkansas State Police (ASP) and the Arkansas Department of Emergency Management (ADEM).

Narrative Overview for FY 2019 - 2021**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.

Based on crash data published on FMCSA's A & I website for CY2012 through CY2017, Arkansas has three main crash corridors accounting for a significant number of the total CMV crashes. The crash corridors identified by AHP cover 17 counties along three Interstate systems that travel throughout the state excluding the metropolitan area of Little Rock (Pulaski Co.).

According to full year reports available from CY2012 to CY2016 there has been an increase of CMV involved crashes in Arkansas. The 17 county area identified accounted for 42.9% of the total crashes state-wide during CY2012, 45.5% during CY2013, 43.6% during CY2014, 46.0% during CY2015, 45.5% during CY2016, and decreased to 44.5% during CY2017.

The total crashes for the 17 counties identified were CY2012 (945), CY2013 (1,015), CY2014 (1,019), CY2015 (1,141), CY2016 (1,132), and CY2017 (1,212). The 17 county identified area accounted for 29 fatalities in CY2012, 38 fatalities in CY2013, 38 fatalities in CY2014, 35 fatalities in CY2015, 28 fatalities in CY2016, and 37 fatalities in CY2017.

In addition to the above, AHP will begin working on staffing 21 vacant patrol units which will increase enforcement efforts on secondary and rural highways within the State.

Enter the data source and capture date:

SAFETYNET 6/27/2018 A & I, Crash Stats, Published Records, Large Trucks Fatal/Non-Fatal Crashes (FARS & MCMIS)

Projected Goal for FY 2019 - 2021:

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
2019	4
2020	4
2021	4

AHP has set a CMV fatal crash reduction goal of 0.15% / VMT. AHP has set a total CMV crash reduction goal of 4% per each year.

Program Activities for FY 2019 - 2021: 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.

During FFY2019, the AHP will continue to evaluate information accrued from all available data for the identified counties and initiate enforcement activities designed to combat identifiable crash factors. The evaluation of past enforcement activities in the identified areas will also be conducted. In addition, continued solicitation of information from supervisors and personnel assigned to those areas will be sought in order to identify changes in patterns or trends related to safety status.

Based on crash data, enforcement history and recommendations of frontline personnel, enforcement and education activities will be planned. Personnel assigned to the area may be supplemented with additional enforcement officers from other areas during 50 planned, two-day special enforcements that will include five officers for each activity, with an expected investment of 1600 staff hours. AHP will conduct one special enforcement per District each quarter. The special enforcements will focus on CMVs and non-CMV's (in close proximity to CMVs) driving aggressively in the targeted areas. AHP continues to utilize five UltraLyte Series Laser Speed Guns to utilize state-wide to increase our efforts to get the maximum production. Utilizing these speed guns, the officers will be able to tell a vehicle's speed, while simultaneously obtaining a measurement of the next following vehicle's distance. AHP purchased a CMV which is being utilized to identify distracted drivers, focusing on texting and driving, in both CMV's and non-CMV's. The planned enforcement activities are contingent on staffing availability and other circumstances.

AHP purchased semi-portable scales which will be utilized at MCSAP eligible locations (ports, etc.).

Educational and information programs will be considered to alert the industry and other operators in the area of necessary steps to reduce the involvement of CMVs in traffic crashes. Educational programs will also be considered for law enforcement agencies with jurisdiction in the area alerting them to the objective problem and providing them with information and guidance related to laws, rules and regulations that are enforceable by their officers. Educational programs will be presented as requested. The AHP will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the data elements found on FMCSA's A & I website. In addition, AHP will begin evaluating and planning future public outreach avenues to include high profile media coverage of events across the State.

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.

Arkansas will monitor activity in the identified areas and measure the effectiveness of the initiated strategies. AHP's goal is to decrease CMV involved crashes by 4% per year. Data related to the CMV crashes, the inspection activity and enforcement actions, generated by enforcement personnel assigned to the 17 counties, will be evaluated and reported quarterly and annually. In addition, the same data will be reviewed and reported regarding secondary and rural highways.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019 - 2021.

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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	5580	5102	4897	4755	4517
Level 2: Walk-Around	14293	11878	12850	13110	10942
Level 3: Driver-Only	18637	17490	22897	21685	17769
Level 4: Special Inspections		15	0	2	0
Level 5: Vehicle-Only	86	110	115	161	72
Level 6: Radioactive Materials	0	0	0	1	0
Total	38596	34595	40759	39714	33300

Narrative Overview for FY 2019 - 2021

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 AHP employs both fixed station facilities and personnel in mobile patrol units to perform driver/vehicle inspections. The full time equivalent is 50 officers working on MCSAP related activities. We have 50% of our officers assigned to fixed stations on Interstates 30, 40, 49 and 55 near the borders of Texas, Oklahoma, Tennessee and Mississippi. We have 33% of our officers assigned to patrol units along the Interstate system and the rest working rural US and state highways.

AHP is organizationally divided into five Districts. Both fixed station facilities and patrol units are dispersed geographically around the state to ensure maximum coverage of major commercial transportation highway routes. All AHP enforcement personnel are equipped with laptop computers and the ability to connect to FMCSA websites and AR-CVIEW during roadside inspections. If there is not connectivity in the area, officers have been instructed to contact Central Radio Dispatch to run the carrier through CVIEW. Officers frequently use Query Central and the ISS algorithm as tools in the selection of driver and/or vehicles to inspect. All officers have received training and instruction on the use of the available information from the web to identify carriers who may be operating under federal out-of-service orders.

Officers will utilize newly installed mainline weigh-in-motion systems and USDOT number and license plate readers to identify high risk and out of service carriers for enhanced screening and subsequent inspections.

Officers will utilize semi-portable scales and virtual weigh station technology to conduct inspections in conjunction with weight enforcements pursuant to FMCSA policy.

AHP has purchased and installed Seirra MP70 Routers (wireless device) in all patrol units. This will aid in roadside enforcement and uploading of data, including ELD records.

AHP officers have been provided with information relative to the CSA initiative and have been made aware of the

DataQ challenge process. The necessity to specifically identify violations noted during roadside inspections and to maintain consistency and accuracy in their reporting has been emphasized. Relative to the violations identified during driver/vehicle inspections, the AHP has assigned specific personnel in its Central Office to receive, investigate and respond to DataQ challenges generated from roadside inspections in a professional, accurate and timely manner.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. 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: ARKANSAS HIGHWAY POLICE

Enter the total number of certified personnel in the Lead agency: 105

Projected Goals for FY 2019 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9500	220	65	9785	25.09%
Level 2: Walk-Around	11000	950	150	12100	31.02%
Level 3: Driver-Only	16170	600	150	16920	43.38%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	110	20	65	195	0.50%
Level 6: Radioactive Materials		2		2	0.01%
Sub-Total Lead Agency	36780	1792	430	39002	

MCSAP subrecipient agency

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

Subrecipient is: N/A

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2019 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	
Enter the total number of inspections projected for FY 2019:	

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

Projected Goals for FY 2019 Summary for All Agencies					
MCSAP Lead Agency: ARKANSAS HIGHWAY POLICE					
# certified personnel: 105					
Subrecipient Agencies: N/A					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel:					
# projected inspections:					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	9500	220	65	9785	25.09%
Level 2: Walk-Around	11000	950	150	12100	31.02%
Level 3: Driver-Only	16170	600	150	16920	43.38%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only	110	20	65	195	0.50%
Level 6: Radioactive Materials		2		2	0.01%
Total ALL Agencies	36780	1792	430	39002	

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.

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	44760	0	0	44760
Enter total number of certified personnel	135	0	0	135
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	50520	0	0	50520
Enter total number of certified personnel	145	0	0	145

4 - Investigations

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



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

Trend Analysis for 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR		12	12	19	13
CSA On-Site Comprehensive		1	8	1	6
Total Investigations	0	13	20	20	19
Total Security Contact Reviews					
Total Terminal Investigations					0

Investigative Types - Intrastate	2013	2014	2015	2016	2017
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR					
CSA On-Site Comprehensive					
Total Investigations	0	0	0	0	0
Total Security Contact Reviews					
Total Terminal Investigations					

Narrative Overview for FY 2019 - 2021**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 2019 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
Investigation Type	FY 2019		FY 2020		FY 2021	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	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	36	0	36	0	36	0
CSA On-Site Comprehensive	12	0	12	0	12	0
Total Investigations	48	0	48	0	48	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.

To make contact with carriers to determine problem areas and assist with compliance. Officers will be required to complete an average of six compliance reviews/interventions per quarter as compared to the 15 completed through the third quarter of FFY 2018, Arkansas will participate in the Comprehensive Safety Analysis (CSA) a safety measurement system which uses progressive interventions designed to pinpoint a motor carrier's poor safety performance with significant emphasis placed on data that is gathered at the roadside. AHP will measure performance by the number of compliance reviews/interventions conducted.

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

The AHP has two Motor Carrier Safety Inspector positions that perform compliance reviews (CR's) on Interstate motor carriers. The completion of projected numbers of compliance reviews is dependent upon other contingencies such as staffing and scheduling. At the current time AHP only has one officer staffed in the position as Motor Carrier Safety Inspector.

Primarily, the AHP coordinates their compliance review efforts through Arkansas' FMCSA Division Office. Assignments are discussed between AHP and federal officials and comply with FMCSA program policy and procedures.

Along with conducting assigned on-site and off-site compliance reviews, certified AHP personnel will also, upon request, assist FMCSA Safety Investigators with compliance reviews of large Arkansas-based carriers. The AHP will conduct compliance reviews in accordance with FMCSA's eFOTM. Completion of compliance reviews includes any enforcement action which is also taken through the Federal System.

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 SafetyNet Coordinator will use available data systems to monitor quantitative and/or qualitative progress towards achieving the objective and report results on a regular basis. Ultimately, this objective will be evaluated on a quarterly basis. It is expected the crash rates of the motor carriers reviewed will decrease, subsequent to the review, in accordance with what FMCSA's Compliance Review Effectiveness Model has shown.

Carrier investigation estimates are based on one Motor Carrier Safety Inspector currently trained and performing 32 total investigations annually. The 16 remaining investigations will be based on filling the second Motor Carrier Safety Inspector position currently vacant. This inspector would be required to do a reduced amount of investigations based on training requirements time frame.

5 - Traffic Enforcement

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

Trend Analysis for 2013 - 2017

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	12/31/2017	4794	4718
01/01/2016	12/31/2016	4445	4084
01/01/2015	12/31/2015	4793	
01/01/2014	12/31/2014	4919	
01/01/2013	12/31/2013	5539	

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	227	176
01/01/2016	12/31/2016	330	248
01/01/2015	12/31/2015	25	15
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		

☐ 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.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	528	407
01/01/2016	12/31/2016	1027	911
01/01/2015	12/31/2015	195	176
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		

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

Data Source: Safetynet and A & I Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Traffic enforcement plays an important role the prevention of accidents and removes unsafe vehicles and drivers from the road. The objective of traffic enforcement for the AHP is to decrease serious injury and fatality crashes on Arkansas' roadways. The AHP conducts CMV traffic enforcement stops with an inspection, CMV stops without inspection and Non-CMV traffic enforcement stops. In the near future AHP will be able to track information regarding the number of CMV stops without inspection and Non-CMV stops. This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in the first quarter of FFY 2018. Until the E-Citation system is fully implemented and a check box added, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements. The numbers entered CY 2015, CY 2016 and CY2017 have been obtained from directed enforcements conducted in the fourth quarter of CY 2015 (FFY 2016 First Quarter), CY 2016 (FFY 2016 Second, Third, Fourth Quarter and FFY 2017 First Quarter) and CY 2017 (FFY2017 Second, Third, Fourth Quarter and FFY 2018 First Quarter).

Narrative Overview for FY 2019 - 2021

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 AHP's objective is to reduce crashes and fatalities by close monitoring of both CMV's and non-CMV's through the continued use of radar, lidar and other methods, such as special enforcement projects. The state also intends to conduct Level III inspections to meet or exceed the national average of 33%. Arkansas will utilize patrol units to monitor traffic patterns in both high crash and other areas where significant volumes of CMV's operate. Special directed traffic enforcement projects will be used to both detect and deter traffic violations.

Arkansas plans to conduct 30 directed traffic enforcement projects during each FY2019 - FY2021 years based upon available staffing and other contingencies. These enforcements will not exceed on FTE for the year. The enforcements generally consist of a minimum of four officers. AHP directed enforcement forms and e-Citations will be utilized to calculate the enforcement activities. This will entail increased AHP personnel and possibly include the Arkansas State Police, in which will be utilized along highly traveled routes as in previous years.

Plans also include reviews of crashes for location and time of day to establish possible changes in patrol deployment for enforcement. The AHP is also aware of a dramatic increases in highway construction due to increased funding created by the recent passage of voter approved state sales tax and bond issues. Officers will be used during regular patrol assignments and Federal Aid Programs for law enforcement presence in highway work zones.

Arkansas' level of effort stated in the FAST Act averaged 51,897 inspections per year for 2004 and 2005. AHP staffing levels currently are lower than in past years. AHP currently has 101 officers compared to 167 in 2004 and 159 in 2005. Arkansas will be unable to conduct the number of inspections to maintain the same level of activities

achieved in fiscal years 2004 and 2005 in order for non-CMV traffic enforcement activities to be eligible MCSAP expenses.

Arkansas' level of effort stated in the Fast Act averaged 29 compliance reviews/investigations per year for 2004 and 2005. AHP staffing levels currently are lower than in the past years. AHP currently has one Motor Carrier Safety Inspector compared to two in 2004 and 2005. For the years of 2004/2005, with two inspectors, AHP conducted 29 compliance reviews/investigations per year. That would make the level of effort equal to 14.5 average compliance reviews/investigations yearly per inspector. AHP is currently staffed with one inspector who has conducted 19 compliance reviews/investigations for the year. That would make the level of effort equal to 19 average compliance reviews/investigations yearly per inspector which exceeds the level of effort maintained for the 2004/2005 period.

Arkansas' level of effort stated in the FAST Act averaged 10 New Entrant safety audits per year for 2004 and 2005. AHP staffing levels currently are higher than in past years. AHP currently has four New Entrant Safety Auditors compared to none in 2004 and 2005. During 2004 and 2005 safety audits were conducted by Motor Carrier Safety Inspectors who primarily conducted compliance reviews/investigations. For the years of 2004/2005, with two inspectors, AHP conducted 10 compliance reviews per year. That would make the level of effort equal to five average safety audits yearly per inspector. AHP was staffed with four safety auditors for CY2017 and has conducted 475 safety audits for the year. That would make the level of effort equal to 118.75 average safety audits yearly per auditor which exceeds the level of effort maintained for the 2004/2005 period.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. 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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	60		
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	200		
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	450		
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20		

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

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

FY 2019 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2019 Activities	Average 2004/05 Activities
39002	48	300	39350	51935

The sum of your planned FY 2019 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2019 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

This will be accomplished utilizing the newly developed E-citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in the first quarter of FFY 2019 (still missing a check box for CMV/Non-CMV). Until the E-Citation system is fully implemented, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements.

6 - Safety Technology

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	No

Available data sources:

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

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

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

Narrative Overview for FY 2019 - 2021

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.

Arkansas’s Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. Due to the back log created by the unavailability of crash reports, this will take a matter of time to level out and get back to good standing.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.

Arkansas’ Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, has developed the capability to export reportable crash data and import them into AHP’s crash system. This will help to improve the timeliness of crash data.

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.
Arkansas will continue to monitor the state's progress through the A & I website data quality reports.

7 - Public Education and Outreach

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

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	11	13	8	5	9
CMV Safety Belt Education and Outreach					
State Trucking Association Meetings		1	1	2	
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	5	7	5	7	11
Teen Safety Events					

Narrative Overview for FY 2019 - 2021

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.

In addressing this objective, Arkansas will continue to be an active partner in activities such as the Share the Road Safely campaign, providing safety compliance handout material and making safety presentations to the public and industry partners. Arkansas will continue to work in concert with the FMCSA to present information to the public and the transportation industry related to the CSA initiative. Arkansas will provide information to the industry for challenging information contained in inspection and crash reports by use of the DataQ system.

AHP officers will continue to make presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations reliant on CMV operations for the transportation of goods and services. Examples of such carrier associations are as follows: Arkansas Trucking Association, Arkansas Timber Producers Association, Arkansas Farm Bureau and the Arkansas Agricultural Aviation Association (AAAA Fly-ins). A number of these programs have been held in cooperation with Arkansas' FMCSA Division Office.

For a number of years, AHP officers have been present during the Arkansas State Fair making numerous individual contacts with the public and answering questions regarding MCSAP and CSA in addition to providing printed material and regulation books as requested. Printed materials and regulation books would be purchased with state funds.

The AHP receives and responds to an estimated 3,000 MCSAP related information calls annually and continues to respond to internet inquiries available through the "HPHQ" question link on the Arkansas Highways website.

At a minimum, these efforts should increase awareness of the CSA initiative and CMV safety issues and result in increased compliance and a measurable reduction in those violations that lead to reportable crashes.

Projected Goals for FY 2019 - 2021

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 2019	FY 2020	FY 2021
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<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	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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.

During FFY 2017, AHP officers made 21 presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations or various businesses reliant on CMV operations for the transportation of goods and services. Based upon the number of presentation requests, the AHP expects to conduct a similar number of activities in this area in FFY2018, FFY2019 and in future years. At a minimum, these efforts should increase awareness of CMV safety issues.

The same measures will be captured for FFY2019 as each AHP officer who makes a formal presentation or provides information at impromptu meetings will send all relevant information (event, location, handouts, number of attendees, topic) to the MCSAP Coordinator.

8 - State Safety Data Quality (SSDQ)

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

SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	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 snapshot date for the current SSDQ rating is May 25, 2018.

Narrative Overview for FY 2019 - 2021

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.

Arkansas' Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police. The AHP now has access to all available crashes and is now entering all available reportable crashes. Due to the back log created by the unavailability of crash reports, this will take a matter of time to level out and get back in good standing.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

Arkansas' Crash Timeliness rating is fair based upon not having immediate access to all statewide crash reports entered and maintained by the Arkansas State Police (ASP). The AHP now has access to all available crashes and is now entering all available reportable crashes. The ASP, the e-crash provider, is now working to develop the capability to export reportable crash data and import them into AHP's crash system. This will help to improve the timeliness of crash data.

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.
AHP will continue to monitor the state's progress through the A & I website data quality reports.

9 - New Entrant Safety Audits

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

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

Yes	No	Question
<input type="radio"/>	<input 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 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	459	343	290	383	450
Intrastate	0	0	0	0	0
Total Audits	459	343	290	383	450

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 2019 - 2021

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 2019 - 2021

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 on-site 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 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		FY 2020		FY 2021	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	30	0	30	0	30	0
# of Safety Audits (Offsite)	270	0	270	0	270	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	300	0	300	0	300	0
# of Non-Audit Resolutions	221	0	221	0	221	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.

Using data provided by FMCSA which identifies new carriers, the immediate goal of the AHP is to confirm the status of those identified carriers listed as new entrants and to conduct audits within the specified time frame. The ultimate goal is to make certain that all new interstate motor carriers based in Arkansas are familiar with and adhere to the FMCSRs.

In accordance with the 2018 agreement, the AHP has completed 301 audits as of June 29, 2018. These audits resulted in 52 failed audits and 249 passing audits. We have reduced our inventory by 198 additional carriers that exited due to change or inactivation or were revoked due to no contact. As of June 29, 2018 FMCSA data reflects an inventory total of 395 new interstate motor carriers in Arkansas. For FY 2018 the AHP operated with only three auditors for the entire state.

Activity Plan for FY 2019 - 2021: 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.

AHP will start FY2019 with a full staff of four Motor Carrier Safety Auditors. With AHP implementing the off-site audit process, this will decrease travel time and expenses that were occurred with only having the operation of on-site audits. This in turn will increase the amount of time an auditor will have to reduce their carrier inventory list. Auditors may work on multiple audits and non-audit resolutions all in the same day. At this time group audits are not planned, but could be conducted if there were a need.

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.

Program performance of the AHP will include the following: The annual number of new entrant carriers, the number of audits performed annually and the number of new entrant carriers failing to meet FMCSA safety requirements.

An AHP supervisor directs the daily operations of the New Entrant Audit Program. Consequently, this supervisor maintains close contact with the four auditors, as well as, officials within Arkansas' FMCSA Division Office. This close contact essentially provides the opportunity for constant monitoring of the program and permits both parties - AHP and FMCSA - to stay informed of new entrant carrier behavior. If needed, formal discussions can be scheduled and conducted promptly to address any issues or items of concern.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter as required by FMCSA.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2019 - 2021).

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 66%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2019	100
2020	100
2021	100

Arkansas will strive to identify all federal out-of-service carriers who are contacted by officers during roadside inspections and take appropriate enforcement actions relative to the federal out-of-service conditions for each identified carrier.

To achieve this objective, the AHP will reinforce out-of-service carrier identification training for field personnel and frontline supervisors on at least an annual (refresher) basis and supplementally to other training activities.

The AHP will continue to utilize its CVIEW, as well as ASPEN 3.0, to identify federal out-of-service carriers who are subject to inspections by AHP officers.

Program Activities for FY 2019 - 2021: 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.

Arkansas will strive to identify all federal out-of-state carriers that are contacted by its officers by reinforcing Out-of-Service carrier identification training on a regular basis for field personnel and front line supervisors. In addition, the AHP will utilize its CVIEW and FMCSA Portal to identify federal out-of-service carriers who are subject to inspection by AHP officers.

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.

Arkansas will conduct timely monitoring for this objective through the use of the PRISM Report of Driver/Vehicle Inspections performed on out-of-service carriers inspected, along with reports generated from its CVIEW. The AHP will report accordingly upon submission of its MCSAP/CVSP quarterly reports.

2 - Passenger Carrier Enforcement

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2019 - 2021

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

Arkansas recognizes the national problem related to crashes and incidents related to passenger carrying commercial motor vehicles. The AHP currently has 11 officers who are certified to conduct inspections of motorcoaches. Arkansas has also obtained ramps and other specialized equipment for the completion of Level I inspections at destination locations, although Arkansas has a limited number of destination locations that are frequented by motorcoaches on a regular basis.

As reported by A & I and MCMIS, Arkansas conducted 502 motorcoach / passenger carrier inspections (110 Level I, 25 Level II, 82 Level III, and 285 Level V) during the last completed reporting period of CY2013 to CY2017. During the reporting period there were 683 motorcoach / passenger carrier crashes reported in Arkansas resulting in 17 fatalities and 589 injuries.

The AHP will strive to implement and grow its passenger vehicle inspection program and schedule enforcement activities as practical directed toward motorcoaches and passenger carrying commercial motor vehicles. Data related to crashes and enforcement activities will be evaluated by the Safetynet Coordinator and MCSAP Coordinator using the FMCSA's database for the last available calendar year that will be compared with subsequent years.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

Projected Goals for FY 2019 - 2021: 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 2019, 2020 and 2021 must also be included.

The AHP will strive to increase the number of motorcoach inspections conducted in the state. The identification of destination points will continue to be researched and cooperation sought from the parties responsible for these locations. The AHP will continue to participate in FMCSA enforcement programs and make plans to increase the enforcement activities related to passenger carrying commercial motor vehicles, in addition to, possible directed enforcement activities specific to these vehicles types.

With the implementation of a Passenger Vehicle Inspection Program, Arkansas expects to see a reduction in fatalities.

The AHP has not planned any migrant worker transportation enforcements. Arkansas doesn't have a significant amount of migrant workers, due to the type of agriculture in our state.

Program Activities for FY 2019 - 2021: Provide additional information regarding how these activities will be implemented.

The AHP plans to utilize the trained officers and acquired inspection equipment to expand its inspection program for passenger vehicles. The AHP will strive to schedule inspection events quarterly at various locations throughout the state as determined by the MCSAP Coordinator. These inspection events will include destination, terminal and intransit inspections, dependent on circumstances and adherence to FMCSA policy.

The AHP will compare the projected increase in MCSAP inspections and traffic enforcement against future crash statistics to evaluate the performance of the program during FFY 2018 and future years. Using available data, the AHP will identify passenger carrier vehicles domiciled within the state as well as destination venues with a high tourism rate by this type vehicle. This data should provide a basis for increasing the number of passenger vehicle inspections.

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.

Arkansas will compare the number of inspections performed on passenger carrying CMV's annually to previous year totals. Traffic enforcement activity, relative to the operation of these types of vehicles, will be tracked and identified during FMCSA or state directed enforcement efforts. Crash data for the previous and subsequent time periods will be evaluated and compared. Data related to passenger carrying CMV's will be monitored by using officer activity reports and FMCSA databases through the Safetynet Coordinator. The MCSAP Coordinator or designee will evaluate the activity quarterly and annually.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 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.

CMV Crash Reduction / 17 County High Crash Corridor

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

Crash reduction of 10% over the life of the objective

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

During the life of this objective, Fatal CMV crashes have dropped from 30 in CY2014 to 28 in CY2015 to 27 in CY2016 in the identified area. This decrease represents a reduction of 10%. Fatal CMV crashes have increased from 27 in CY2016 in the identified area to 32 in CY2017. In the first seven months of CY2018 the 17 County Crash Corridor has recorded 22 Fatal CMV crashes.

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

The plan for achieving the goal has been multiple faceted and included speed/traffic enforcements, weight enforcements, and MCSAP inspections. Even with reduced staffing levels, each AHP District has been tasked with conducting special enforcement/directives.

4 - State Specific Objectives – Future

Instructions:

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

Describe any State-specific objective(s) identified for FY 2019 - 2021. 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.

Enforcement in Construction Zones and Education of the Traffic Incident Management Systems

Narrative Overview for FY 2019 - 2021

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

Lack of education and personnel to plan and coordinate a program to detect and remove incidents and restore traffic capacity as safely and quickly as possible.

Projected Goals for FY 2019 - 2021:

Enter performance goal.

Traffic Incident Management Systems (TIMS) is a project to develop technical guidance including training systems and programs for the police, fire, emergency services, ARDOT employees and towing and recovery personnel in a traffic incident. This will enhance compliance with US DOT Manual of Uniform Traffic Control Devices (MUTCD). This training provides information of safe and effective management of emergency incidents that occur on roadways. These include fires, collisions, hazardous materials incidents, and other incidents that expose emergency responders to the hazards of working on active roadways.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

With any upcoming highway work zone, all ARDOT and AHP personnel assigned to the work area will attend a TIMS training class. This program will be an outreach to other emergency services that may respond and will outline the best practices, including communication procedures.

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.

At this time no data will be provided for quarterly reporting.

State Objective #2

Enter the title of your State-Identified Objective.

Enforcement in Construction Zones and Education of the Traffic Incident Management Systems

Narrative Overview for FY 2019 - 2021

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

***Projected Goals for FY 2019 - 2021:
Enter performance goal.***

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.

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.

Part 4 - Financial Information

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.

What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.
- A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, 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.

Expansion of On Screen Messages

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

- **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	\$4,207,305.00	\$742,466.00	\$4,949,771.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$742,466.00
MOE Baseline:	\$554,017.00

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):	\$742,466.00
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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
Captain	5	20.0000	\$105,859.00	\$105,859.00	\$89,980.15	\$15,878.85	\$0.00
1st Lieutenant	7	21.0000	\$74,451.00	\$109,442.97	\$93,026.52	\$16,416.45	\$0.00
2nd Lieutenant	4	25.0000	\$68,614.00	\$68,614.00	\$58,321.90	\$10,292.10	\$0.00
Sergeant	27	15.0000	\$57,474.93	\$232,773.46	\$197,857.44	\$34,916.02	\$0.00
Bookkeeper	1	50.0000	\$39,884.00	\$19,942.00	\$16,950.70	\$2,991.30	\$0.00
Office Manager	1	50.0000	\$57,694.00	\$28,847.00	\$24,519.95	\$4,327.05	\$0.00
MCS Data Specialist	1	100.0000	\$49,114.00	\$49,114.00	\$41,746.90	\$7,367.10	\$0.00
Technical Support	1	50.0000	\$69,597.00	\$34,798.50	\$29,578.73	\$5,219.77	\$0.00
MCS Specialist	2	100.0000	\$34,255.00	\$68,510.00	\$58,233.50	\$10,276.50	\$0.00
MCS Inspector	2	100.0000	\$64,922.00	\$129,844.00	\$110,367.40	\$19,476.60	\$0.00
MCS Auditors	4	100.0000	\$41,177.50	\$164,710.00	\$140,003.50	\$24,706.50	\$0.00
Corporal	26	23.0000	\$53,853.50	\$322,043.93	\$273,737.34	\$48,306.59	\$0.00
Patrol Officer First Class	31	37.0000	\$48,942.90	\$561,375.06	\$477,168.80	\$84,206.26	\$554,017.00
Patrol Officer	46	25.0000	\$43,039.75	\$494,957.12	\$420,713.55	\$74,243.57	\$0.00
Data Entry Operator	1	100.0000	\$31,928.00	\$31,928.00	\$27,138.80	\$4,789.20	\$0.00
Subtotal: Salary				\$2,422,759.04	\$2,059,345.18	\$363,413.86	\$554,017.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$2,422,759.04	\$2,059,345.18	\$363,413.86	\$554,017.00
Accounting Method:							

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

The Arkansas Highway Police (AHP) employs 117 full time law enforcement officers who work part time on MCSAP eligible enforcement activities. The AHP plans to hire an additional 30 full time law enforcement officers during Federal Fiscal Year 2019 who will work part time on MCSAP eligible enforcement activities. The AHP also employs seven civilian employees to support law enforcement officers. Four of these positions (MCS Specialist (2), Data Entry Operator, and MCS Data Specialist) are full time. The Bookkeeper, Office Manager, and Technical Support positions are all part time.

The AHP employs four MCS Auditors who work full time on the New Entrant Auditor Program.

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 to be broken into sworn and unsworn.*

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

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

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

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is \$150,000 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 x 64.8 x 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
Captain	57.5000	100.0000	\$105,859.00	\$60,868.92	\$51,738.58	\$9,130.34	\$0.00
1st Lieutenant	57.5000	100.0000	\$109,442.97	\$62,929.70	\$53,490.25	\$9,439.45	\$0.00
2nd Lieutenant	57.5000	100.0000	\$68,614.00	\$39,453.05	\$33,535.09	\$5,917.96	\$0.00
Sergeant	57.5000	100.0000	\$232,773.46	\$133,844.73	\$113,768.03	\$20,076.70	\$0.00
Bookkeeper	57.5000	100.0000	\$19,942.00	\$11,466.65	\$9,746.65	\$1,720.00	\$0.00
Office Manager	57.5000	100.0000	\$28,847.00	\$16,587.02	\$14,098.97	\$2,488.05	\$0.00
SafetyNet Coordinator	57.5000	100.0000	\$49,114.00	\$28,240.55	\$24,004.47	\$4,236.08	\$0.00
Technical Support	57.5000	100.0000	\$34,798.50	\$20,009.13	\$17,007.76	\$3,001.37	\$0.00
MCS Inspector	57.5000	100.0000	\$129,844.00	\$74,660.30	\$63,461.25	\$11,199.05	\$0.00
MCS Auditors	57.5000	100.0000	\$164,710.00	\$94,708.25	\$80,502.01	\$14,206.24	\$0.00
MCS Specialist	57.5000	100.0000	\$68,510.00	\$39,393.25	\$33,484.26	\$5,908.99	\$0.00
Corporal	57.5000	100.0000	\$322,043.93	\$185,175.25	\$157,398.96	\$27,776.29	\$0.00
Patrol Officer First Class	57.5000	100.0000	\$561,375.06	\$322,790.65	\$274,372.05	\$48,418.60	\$0.00
Patrol Officer	57.5000	100.0000	\$494,957.12	\$284,600.34	\$241,910.29	\$42,690.05	\$0.00
Data Entry Operator	57.5000	100.0000	\$31,928.00	\$18,358.60	\$15,604.81	\$2,753.79	\$0.00
Uniform Allowance	100.0000	100.0000	\$68,129.00	\$68,129.00	\$57,909.65	\$10,219.35	\$0.00
Expense Allowance	100.0000	100.0000	\$90,561.00	\$90,561.00	\$76,976.85	\$13,584.15	\$0.00
TOTAL: Fringe Benefits				\$1,551,776.39	\$1,319,009.93	\$232,766.46	\$0.00

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

The cognizant agency for the AHP, the Arkansas Department of Transportation (ARDOT), currently charges 57.5% of salaries expense for fringe benefits. Elements of the cost for fringe benefits include:

- Retirement (State's matching portion) is 12.9% of employee's salary.
- Social Security (State's matching portion) is 7.65% of employee's salary.
- Leave Time is 15.9% of salaries which are charged to federal grants or federal highway jobs.
- Unemployment and Worker's Compensation is 1.01% of salaries as required by the State to fund unemployment and worker's compensation.
- Group Insurance (State's matching portion) is 12.27% of salaries and covers a portion of employee's health insurance.
- Administration fees of Section 125 Cafeteria Plan is 0%
- Service Recognition Payments is 1.96% of salaries. The amounts of service recognition payments are: 10-14 years \$600; 15-19 years \$700; 20-24 years \$800; 25 years and up \$900.

Also included in Fringe Benefits are:

- Expense Allowance Part Time. The Expense Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 57% of \$1.91 (\$1.09).
- Uniform Allowance Part Time. The Uniform Allowance is pro-rated on officers' hours charged to MCSAP activities multiplied by 43% of \$1.91 (\$.82).

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 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
COHMED Annual Conference	1	5	100.0000	\$1,600.00	\$1,360.00	\$240.00	\$0.00
CVSA Executive Meeting - Fall	1	5	100.0000	\$1,600.00	\$1,360.00	\$240.00	\$0.00
CVSA Executive Meeting - Spring	1	5	100.0000	\$1,600.00	\$1,360.00	\$240.00	\$0.00
CVSA Workshop	4	7	100.0000	\$7,600.00	\$6,460.00	\$1,140.00	\$0.00
CVSA Annual Conference - Fall	4	7	100.0000	\$8,000.00	\$6,800.00	\$1,200.00	\$0.00
FMCSA Workshop	1	3	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
Safetynet IT Workshop/Data Quality	2	6	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
NAIC '18	2	5	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
MCSAP Grant Workshop	4	5	100.0000	\$6,400.00	\$5,440.00	\$960.00	\$0.00
Grants Management Training	3	5	100.0000	\$4,000.00	\$3,400.00	\$600.00	\$0.00
NADVI Part A & B	30	10	100.0000	\$46,500.00	\$39,525.00	\$6,975.00	\$0.00
General HM	30	5	100.0000	\$23,250.00	\$19,762.50	\$3,487.50	\$0.00
Compliance Review	1	10	100.0000	\$2,500.00	\$2,125.00	\$375.00	\$0.00
In-Service Training (July)	25	4	100.0000	\$15,500.00	\$13,175.00	\$2,325.00	\$0.00
Post Crash (AHP) Refresher	15	5	100.0000	\$11,625.00	\$9,881.25	\$1,743.75	\$0.00
NE Auditor Refresher	5	5	100.0000	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Roadcheck	11	3	100.0000	\$5,115.00	\$4,347.75	\$767.25	\$0.00
MCSAP Special Enforcement Travel	10	3	100.0000	\$4,650.00	\$3,952.50	\$697.50	\$0.00
Hazmat Refresher	50	10	100.0000	\$77,500.00	\$65,875.00	\$11,625.00	\$0.00
SPE Course	20	5	100.0000	\$15,500.00	\$13,175.00	\$2,325.00	\$0.00
Standard Field Sobriety Testing	33	3	100.0000	\$15,300.00	\$13,005.00	\$2,295.00	\$0.00
TOTAL: Travel				\$261,440.00	\$222,224.00	\$39,216.00	\$0.00

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

The total amount budgeted for routine MCSAP and New Entrant related travel is \$9,765. The total amount budgeted for Conference Travel is \$39,000. The total amount budgeted for Training travel is \$212,675. The Grand Total for Travel is \$261,440.

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
Weigh Station Cameras	9	\$12,777.78	100	\$115,000.02	\$97,750.01	\$17,250.01	\$0.00
TOTAL: Equipment				\$115,000.02	\$97,750.01	\$17,250.01	\$0.00
Equipment threshold is greater than \$5,000.							

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

Nine video/audio cameras to be installed at nine weigh/inspection facilities. These cameras will be fixed to video and record the driver interview portion of roadside safety inspections. These video recordings are often utilized when addressing Data Q challenges.

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
Latex Gloves	400 box	\$8.03	100.0000	\$3,212.00	\$2,730.20	\$481.80	\$0.00
Paper	50 case	\$29.32	100.0000	\$1,466.00	\$1,246.10	\$219.90	\$0.00
Laptop Computers	16 each	\$2,000.00	100.0000	\$32,000.00	\$27,200.00	\$4,800.00	\$0.00
Printers	21 each	\$200.00	100.0000	\$4,200.00	\$3,570.00	\$630.00	\$0.00
Chamber Mates	42 each	\$47.00	100.0000	\$1,974.00	\$1,677.90	\$296.10	\$0.00
Creepers	10 each	\$85.00	100.0000	\$850.00	\$722.50	\$127.50	\$0.00
Creeper Wheels	60 each	\$6.00	100.0000	\$360.00	\$306.00	\$54.00	\$0.00
Chocks	30 each	\$14.00	100.0000	\$420.00	\$357.00	\$63.00	\$0.00
Air Pressure Gauges	45 each	\$4.00	100.0000	\$180.00	\$153.00	\$27.00	\$0.00
Various Drug Kits	25 each	\$23.50	100.0000	\$587.50	\$499.38	\$88.12	\$0.00
Equipment Bags	41 each	\$60.00	100.0000	\$2,460.00	\$2,091.00	\$369.00	\$0.00
Post Crash Cameras	7 each	\$164.50	100.0000	\$1,151.50	\$978.78	\$172.72	\$0.00
Inspection Replacement Cameras	10 each	\$200.00	100.0000	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Flashlights	30 each	\$119.00	100.0000	\$3,570.00	\$3,034.50	\$535.50	\$0.00
Batteries- Flashlights	40 each	\$16.00	100.0000	\$640.00	\$544.00	\$96.00	\$0.00
Batteries-Radios	40 each	\$90.00	100.0000	\$3,600.00	\$3,060.00	\$540.00	\$0.00
Postage	12 month	\$9.50	100.0000	\$114.00	\$96.90	\$17.10	\$0.00
Envelopes	20 bundles	\$10.70	100.0000	\$214.00	\$181.90	\$32.10	\$0.00
Post-its, tape, paper clips, pens	20 each	\$8.62	100.0000	\$172.40	\$146.54	\$25.86	\$0.00
Hanging Folders	11 box	\$2.80	100.0000	\$30.80	\$26.18	\$4.62	\$0.00
Paper-Fax Machine	35 case	\$29.32	100.0000	\$1,026.20	\$872.27	\$153.93	\$0.00
Toner-Fax machine	24 each	\$87.40	100.0000	\$2,097.60	\$1,782.96	\$314.64	\$0.00
Toner/Ink Tanks	503 each	\$12.00	100.0000	\$6,036.00	\$5,130.60	\$905.40	\$0.00
Creeper headrest	30 each	\$5.50	100.0000	\$165.00	\$140.25	\$24.75	\$0.00
Jumpsuit/Shirts	1	\$800.00	100.0000	\$800.00	\$680.00	\$120.00	\$0.00
TOTAL: Supplies				\$69,327.00	\$58,927.96	\$10,399.04	\$0.00

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

MCSAP Inspection/Enforcement Supplies Include:

- Chamber mates
- Creepers and replacement wheels for creepers
- Chocks
- Air pressure gauges
- Latex gloves
- Equipment bags
- Post crash cameras
- Inspection replacement cameras
- Flashlights
- Flashlight batteries
- Radio batteries
- Postage
- Various drug kits
- Toner and Ink tanks
- Paper
- Creeper Headrest
- Printers
- Laptop Computers
- Jumpsuits/Shirts

Projected Expenditures for MCSAP Inspection/Enforcement supplies total \$65,786 annually or \$5,482.16 per month.

Funding is requested for ten new laptop computers to replace laptops as needed for New Entrant Auditors and Inspection Officers.

Funding is also requested to purchase twenty new printers to replace printers as needed for the New Entrant Auditors and Inspection Officers.

Office Supplies include:

- Envelopes
- Post-Its, tape, paper clips, pens, hanging folders, and clip boards
- Paper and toner for fax machine

Projected expenditures for Office Supplies total \$3,541 annually or \$295.08 monthly.

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.

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
Shred-It	12 month	\$500.00	100.0000	\$6,000.00	\$5,100.00	\$900.00	\$0.00
800 Number	12 month	\$2.00	100.0000	\$24.00	\$20.40	\$3.60	\$0.00
ACIC monthly usage	12 month	\$1,050.00	100.0000	\$12,600.00	\$10,710.00	\$1,890.00	\$0.00
CVSA Decals (1008 x 4 quarters)	4032 quarter	\$0.28	100.0000	\$1,128.96	\$959.62	\$169.34	\$0.00
CVSA Dues	1 year	\$12,900.00	100.0000	\$12,900.00	\$10,965.00	\$1,935.00	\$0.00
Citations	5000 each	\$0.12	100.0000	\$600.00	\$510.00	\$90.00	\$0.00
Cell Phones	12 month	\$1,312.00	100.0000	\$15,744.00	\$13,382.40	\$2,361.60	\$0.00
Data Cards	12 month	\$4,640.00	100.0000	\$55,680.00	\$47,328.00	\$8,352.00	\$0.00
CVSA Workshop	4 each	\$550.00	100.0000	\$2,200.00	\$1,870.00	\$330.00	\$0.00
Fleet Costs	12 month	\$3,208.33	100.0000	\$38,499.96	\$32,724.96	\$5,775.00	\$0.00
MCSAP Inspection Services	1 each	\$550.00	100.0000	\$550.00	\$467.50	\$82.50	\$0.00
Out of Service Books	172 each	\$25.00	100.0000	\$4,300.00	\$3,655.00	\$645.00	\$0.00
HAZMAT Books	172 each	\$26.82	100.0000	\$4,613.04	\$3,921.09	\$691.95	\$0.00
Safetynet IT Workshop	2 each	\$500.00	100.0000	\$1,000.00	\$850.00	\$150.00	\$0.00
Practical Cargo Securement Books	30 each	\$30.00	100.0000	\$900.00	\$765.00	\$135.00	\$0.00
FMCSR Management Edition Books	172 each	\$11.69	100.0000	\$2,010.68	\$1,709.08	\$301.60	\$0.00
Portable Restrooms	2 each	\$185.00	100.0000	\$370.00	\$314.50	\$55.50	\$0.00
Portable Lights	4 each	\$279.50	100.0000	\$1,118.00	\$950.30	\$167.70	\$0.00
ITD O&M (AR CVIEW)	1 year	\$75,000.00	100.0000	\$75,000.00	\$63,750.00	\$11,250.00	\$0.00
ITD O&M (ARPARS)	1 year	\$130,000.00	100.0000	\$130,000.00	\$110,500.00	\$19,500.00	\$0.00
CVSA Annual Conference	4 each	\$550.00	100.0000	\$2,200.00	\$1,870.00	\$330.00	\$0.00
CVSA COHMED	1 each	\$550.00	100.0000	\$550.00	\$467.50	\$82.50	\$0.00
Tents	2 each	\$111.00	100.0000	\$222.00	\$188.70	\$33.30	\$0.00
Trash bags and towels	10 each	\$25.80	100.0000	\$258.00	\$219.30	\$38.70	\$0.00

ITD O&M (Mainline WIM)	1 each	\$161,000.00	100.0000	\$161,000.00	\$136,850.00	\$24,150.00	\$0.00
TOTAL: Other Costs				\$529,468.64	\$450,048.35	\$79,420.29	\$0.00

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

The Arkansas Crime Information Center (ACIC) is used by officers to verify driver license, driver history, driver medical certification and/or and Out of Service criteria on a company's DOT number. The Arkansas Department of Transportation (ARDOT) Radio Room has terminals.

Communications covers data cards, so officers can connect to the FMCSA portal and upload inspections into ASPEN. It also covers cell phone usage for supervisory personnel.

Fleet Costs covers gas, repairs, maintenance, and parking, calculated at \$.12 a mile for federally purchased vehicles.

ITD O&M cost: Iteris - \$70,000 for AR CVIEW annual maintenance and operations. Bentley Systems Inc. - \$130,000 for the Arkansas Permitting and Routing System (ARPARS) annual maintenance and operations. This electronic system is utilized for the safe routing of oversized/overweight vehicles. In addition, prior to issuing permits all carriers are automatically checked for Federal Out of Service Orders. Intelligent Imaging Systems installed a mainline weigh in motion system on interstates 40 and 55 in Crittenden county which include LPR's, cameras, and US Dot Readers. This system provides prescreenings to CMV's in order to identify high risk carriers, OOS carriers or those without proper credentials while traveling on a mainline.

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	\$4,207,305.00	\$742,466.00	\$4,949,771.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$742,466.00
MOE Baseline:	\$554,017.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Captain	\$89,980.15	\$15,878.85	\$105,859.00	\$0.00
1st Lieutenant	\$93,026.52	\$16,416.45	\$109,442.97	\$0.00
2nd Lieutenant	\$58,321.90	\$10,292.10	\$68,614.00	\$0.00
Sergeant	\$197,857.44	\$34,916.02	\$232,773.46	\$0.00
Bookkeeper	\$16,950.70	\$2,991.30	\$19,942.00	\$0.00
Office Manager	\$24,519.95	\$4,327.05	\$28,847.00	\$0.00
MCS Data Specialist	\$41,746.90	\$7,367.10	\$49,114.00	\$0.00
Technical Support	\$29,578.73	\$5,219.77	\$34,798.50	\$0.00
MCS Specialist	\$58,233.50	\$10,276.50	\$68,510.00	\$0.00
MCS Inspector	\$110,367.40	\$19,476.60	\$129,844.00	\$0.00
MCS Auditors	\$140,003.50	\$24,706.50	\$164,710.00	\$0.00
Corporal	\$273,737.34	\$48,306.59	\$322,043.93	\$0.00
Patrol Officer First Class	\$477,168.80	\$84,206.26	\$561,375.06	\$554,017.00
Patrol Officer	\$420,713.55	\$74,243.57	\$494,957.12	\$0.00
Data Entry Operator	\$27,138.80	\$4,789.20	\$31,928.00	\$0.00
Salary Subtotal	\$2,059,345.18	\$363,413.86	\$2,422,759.04	\$554,017.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$2,059,345.18	\$363,413.86	\$2,422,759.04	\$554,017.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Captain	\$51,738.58	\$9,130.34	\$60,868.92	\$0.00
1st Lieutenant	\$53,490.25	\$9,439.45	\$62,929.70	\$0.00
2nd Lieutenant	\$33,535.09	\$5,917.96	\$39,453.05	\$0.00
Sergeant	\$113,768.03	\$20,076.70	\$133,844.73	\$0.00
Bookkeeper	\$9,746.65	\$1,720.00	\$11,466.65	\$0.00
Office Manager	\$14,098.97	\$2,488.05	\$16,587.02	\$0.00
SafetyNet Coordinator	\$24,004.47	\$4,236.08	\$28,240.55	\$0.00
Technical Support	\$17,007.76	\$3,001.37	\$20,009.13	\$0.00
MCS Inspector	\$63,461.25	\$11,199.05	\$74,660.30	\$0.00
MCS Auditors	\$80,502.01	\$14,206.24	\$94,708.25	\$0.00
MCS Specialist	\$33,484.26	\$5,908.99	\$39,393.25	\$0.00
Corporal	\$157,398.96	\$27,776.29	\$185,175.25	\$0.00
Patrol Officer First Class	\$274,372.05	\$48,418.60	\$322,790.65	\$0.00
Patrol Officer	\$241,910.29	\$42,690.05	\$284,600.34	\$0.00
Data Entry Operator	\$15,604.81	\$2,753.79	\$18,358.60	\$0.00
Uniform Allowance	\$57,909.65	\$10,219.35	\$68,129.00	\$0.00
Expense Allowance	\$76,976.85	\$13,584.15	\$90,561.00	\$0.00
Fringe Benefits total	\$1,319,009.93	\$232,766.46	\$1,551,776.39	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
COHMED Annual Conference	\$1,360.00	\$240.00	\$1,600.00	\$0.00
CVSA Executive Meeting - Fall	\$1,360.00	\$240.00	\$1,600.00	\$0.00
CVSA Executive Meeting - Spring	\$1,360.00	\$240.00	\$1,600.00	\$0.00
CVSA Workshop	\$6,460.00	\$1,140.00	\$7,600.00	\$0.00
CVSA Annual Conference - Fall	\$6,800.00	\$1,200.00	\$8,000.00	\$0.00
FMCSA Workshop	\$850.00	\$150.00	\$1,000.00	\$0.00
Safetynet IT Workshop/Data Quality	\$3,060.00	\$540.00	\$3,600.00	\$0.00
NAIC '18	\$3,060.00	\$540.00	\$3,600.00	\$0.00
MCSAP Grant Workshop	\$5,440.00	\$960.00	\$6,400.00	\$0.00
Grants Management Training	\$3,400.00	\$600.00	\$4,000.00	\$0.00
NADVI Part A & B	\$39,525.00	\$6,975.00	\$46,500.00	\$0.00
General HM	\$19,762.50	\$3,487.50	\$23,250.00	\$0.00
Compliance Review	\$2,125.00	\$375.00	\$2,500.00	\$0.00
In-Service Training (July)	\$13,175.00	\$2,325.00	\$15,500.00	\$0.00
Post Crash (AHP) Refresher	\$9,881.25	\$1,743.75	\$11,625.00	\$0.00
NE Auditor Refresher	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Roadcheck	\$4,347.75	\$767.25	\$5,115.00	\$0.00
MCSAP Special Enforcement Travel	\$3,952.50	\$697.50	\$4,650.00	\$0.00
Hazmat Refresher	\$65,875.00	\$11,625.00	\$77,500.00	\$0.00
SPE Course	\$13,175.00	\$2,325.00	\$15,500.00	\$0.00
Standard Field Sobriety Testing	\$13,005.00	\$2,295.00	\$15,300.00	\$0.00
Travel total	\$222,224.00	\$39,216.00	\$261,440.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Weigh Station Cameras	\$97,750.01	\$17,250.01	\$115,000.02	\$0.00
Equipment total	\$97,750.01	\$17,250.01	\$115,000.02	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Latex Gloves	\$2,730.20	\$481.80	\$3,212.00	\$0.00
Paper	\$1,246.10	\$219.90	\$1,466.00	\$0.00
Laptop Computers	\$27,200.00	\$4,800.00	\$32,000.00	\$0.00
Printers	\$3,570.00	\$630.00	\$4,200.00	\$0.00
Chamber Mates	\$1,677.90	\$296.10	\$1,974.00	\$0.00
Creepers	\$722.50	\$127.50	\$850.00	\$0.00
Creeper Wheels	\$306.00	\$54.00	\$360.00	\$0.00
Chocks	\$357.00	\$63.00	\$420.00	\$0.00
Air Pressure Gauges	\$153.00	\$27.00	\$180.00	\$0.00
Various Drug Kits	\$499.38	\$88.12	\$587.50	\$0.00
Equipment Bags	\$2,091.00	\$369.00	\$2,460.00	\$0.00
Post Crash Cameras	\$978.78	\$172.72	\$1,151.50	\$0.00
Inspection Replacement Cameras	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Flashlights	\$3,034.50	\$535.50	\$3,570.00	\$0.00
Batteries-Flashlights	\$544.00	\$96.00	\$640.00	\$0.00
Batteries-Radios	\$3,060.00	\$540.00	\$3,600.00	\$0.00
Postage	\$96.90	\$17.10	\$114.00	\$0.00
Envelopes	\$181.90	\$32.10	\$214.00	\$0.00
Post-its, tape, paper clips, pens	\$146.54	\$25.86	\$172.40	\$0.00
Hanging Folders	\$26.18	\$4.62	\$30.80	\$0.00
Paper-Fax Machine	\$872.27	\$153.93	\$1,026.20	\$0.00
Toner-Fax machine	\$1,782.96	\$314.64	\$2,097.60	\$0.00
Toner/Ink Tanks	\$5,130.60	\$905.40	\$6,036.00	\$0.00
Creeper headrest	\$140.25	\$24.75	\$165.00	\$0.00
Jumpsuit/Shirts	\$680.00	\$120.00	\$800.00	\$0.00
Supplies total	\$58,927.96	\$10,399.04	\$69,327.00	\$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
Shred-It	\$5,100.00	\$900.00	\$6,000.00	\$0.00
800 Number	\$20.40	\$3.60	\$24.00	\$0.00
ACIC monthly usage	\$10,710.00	\$1,890.00	\$12,600.00	\$0.00
CVSA Decals (1008 x 4 quarters)	\$959.62	\$169.34	\$1,128.96	\$0.00
CVSA Dues	\$10,965.00	\$1,935.00	\$12,900.00	\$0.00
Citations	\$510.00	\$90.00	\$600.00	\$0.00
Cell Phones	\$13,382.40	\$2,361.60	\$15,744.00	\$0.00
Data Cards	\$47,328.00	\$8,352.00	\$55,680.00	\$0.00
CVSA Workshop	\$1,870.00	\$330.00	\$2,200.00	\$0.00
Fleet Costs	\$32,724.96	\$5,775.00	\$38,499.96	\$0.00
MCSAP Inspection Services	\$467.50	\$82.50	\$550.00	\$0.00
Out of Service Books	\$3,655.00	\$645.00	\$4,300.00	\$0.00
HAZMAT Books	\$3,921.09	\$691.95	\$4,613.04	\$0.00
Safetynet IT Workshop	\$850.00	\$150.00	\$1,000.00	\$0.00
Practical Cargo Securement Books	\$765.00	\$135.00	\$900.00	\$0.00
FMCSR Management Edition Books	\$1,709.08	\$301.60	\$2,010.68	\$0.00
Portable Restrooms	\$314.50	\$55.50	\$370.00	\$0.00
Portable Lights	\$950.30	\$167.70	\$1,118.00	\$0.00
ITD O&M (AR CVIEW)	\$63,750.00	\$11,250.00	\$75,000.00	\$0.00
ITD O&M (ARPARS)	\$110,500.00	\$19,500.00	\$130,000.00	\$0.00
CVSA Annual Conference	\$1,870.00	\$330.00	\$2,200.00	\$0.00
CVSA COHMED	\$467.50	\$82.50	\$550.00	\$0.00
Tents	\$188.70	\$33.30	\$222.00	\$0.00
Trash bags and towels	\$219.30	\$38.70	\$258.00	\$0.00
ITD O&M (Mainline WIM)	\$136,850.00	\$24,150.00	\$161,000.00	\$0.00
Other Costs total	\$450,048.35	\$79,420.29	\$529,468.64	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$4,207,305.43	\$742,465.66	\$4,949,771.09	\$554,017.00
Total Costs Budgeted	\$4,207,305.43	\$742,465.66	\$4,949,771.09	\$554,017.00

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	\$4,207,305.00	\$742,466.00	\$4,949,771.00

Summary of MCSAP Funding Limitations

Allowable amount for Overtime without written justification (15% of Basic Award Amount):	\$742,466.00
MOE Baseline:	\$554,017.00

Estimated Expenditures

	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,059,345.18	\$363,413.86	\$2,422,759.04	\$554,017.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$2,059,345.18	\$363,413.86	\$2,422,759.04	\$554,017.00
Fringe Benefits Total	\$1,319,009.93	\$232,766.46	\$1,551,776.39	\$0.00
Travel Total	\$222,224.00	\$39,216.00	\$261,440.00	\$0.00
Equipment Total	\$97,750.01	\$17,250.01	\$115,000.02	\$0.00
Supplies Total	\$58,927.96	\$10,399.04	\$69,327.00	\$0.00
Contractual and Subaward Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Costs Total	\$450,048.35	\$79,420.29	\$529,468.64	\$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$4,207,305.43	\$742,465.66	\$4,949,771.09	\$554,017.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$4,207,305.43	\$742,465.66	\$4,949,771.09	\$554,017.00

ARKANSAS

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2019 - 2021

Part 5 - Certifications and Documents

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

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

1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Scott E. Bennett, P.E.
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Colonel William J. Bryant
4. What is this person's title? Director

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

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

State Certification declaration:

I, Scott E. Bennett, P.E., Director, on behalf of the State of ARKANSAS, 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.

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? Scott E. Bennett, P.E.
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 501-569-2211 Scott.Bennett@ardot.gov

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

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

I, Scott E. Bennett, P.E., 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.

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

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
PAYROLL ADDITIVE RATE CALCULATIONS
Rates for Fiscal Year 2018

Schedule W/P 1

Reference Schedule/ Column	Description	Amounts	Reference Schedule/ Column	Computations of Payroll Additive Rate for Fiscal Year 2018
W/P 3 / 11	Leave Charges	22,278,452.49	W/P 3 / 11	Fiscal Year 2017 Leave Charges 22,278,452.49 Divided by
W/P 3 / 8	FICA Matching (Disbursements)	10,186,942.84	W/P 2 / 5	Fiscal Year 2017 Distrib. Payroll 142,861,131.84 Equals
W/P 3 / 3	Retirement Matching (Disbursements)	16,593,324.61		15.59%
W/P 3 / 9	Unemployment & Workers Compensation	3,259,227.91		
W/P 2 / 6	Personal Auto Liability Insurance	-		
W/P 2 / 3	State Group Insurance Matching	17,190,180.00	W/P 4	Estimated Distributed Payroll 2018 \$ 145,481,158.19
W/P 2 / 4	Service Recog. & Merit Bonus Payments	2,739,222.18		LESS: Estimated Distributive Leave Charges 22,680,512.56
	125 Administrative Cost - Wage Works	-		(\$145,481,158.19 x 15.59%)
	Subtotal	<u>72,247,350.03</u>		Net Estimated Distributed Payroll Fiscal Year 2018 \$ 122,800,645.63
W/P 2 / 8	LESS: Adjusted 920 Distribution	75,294,198.40		Estimated Charges 70,437,036.83 Divided by
				Net Estimated Distributed Payroll Fiscal Year 2018 \$ 122,800,645.63 Equals
	Over Distribution Fiscal Year 2017	(3,046,848.37)		57.36%
	ESTIMATES FOR FISCAL YEAR 2018			use 57.5 %
W/P 3 / 11	Estimated Leave Charges	22,680,512.56		
W/P 2/4	Service Recog. & Merit Bonus Payments	2,739,222.18		
W/P 4	Estimated Distributive Payroll	<u>145,481,158.19</u>		
	FICA Matching 7.65%	11,129,308.60		
	Workers Compensation 0.73%	1,062,012.45		
	Unemployment 0.0%	-		
	Retirement Matching 12.9%	18,767,069.41		
	Personal Auto Insurance Liability	-		*
	Group Health Insurance Matching	17,105,760.00		**
	125 Admin. Cost - Wage Works	-		
	Total Additive Cost	<u>70,437,036.83</u>		

* Personal Auto Insurance deleted from appropriations effective FY 2018.

** 24 pay periods times \$210.00 matching times the number of covered distributed employees (3,394).

Prepared by: Melissa Shamlin

Reviewed by:

Date:

Cindy Nutt
9/21/17